

CALIFORNIA AIR RESOURCES BOARD

SIP COMPLETENESS CHECKLIST

*** TO BE COMPLETED BY DISTRICT AND RETURNED TO ARB ***

All rules submitted to the EPA as State Implementation Plan (SIP) revisions must be supported by certain information and documentation for the rule packages to be deemed complete for review by the EPA. Rules will not be evaluated for approvability by the EPA unless the submittal packages are complete. To assist you in determining that all necessary materials are included in rules packages sent the ARB for submittal to the EPA, please fill out the following form and include it with the rule package you send ARB. See the ARB's Guidelines on the Implementation of the EPA's Draft SIP Completeness Policy, October 1989, for a more detailed explanation than is provided here.

District South Coast AQMD Rule No. 1613 Date Adopted November 14, 1997

Rule Title Credits for Truck Stop Electrification

ADMINISTRATIVE MATERIALS

<u>Attached</u> (X)	<u>Not Attached</u> ()	<u>N/A</u> ()	
			<u>COMPLETE COPY OF THE RULE:</u> Provide an unmarked copy of the entire rule as adopted or amended by your District Board.
()	()	(X)	<u>UNDERLINE AND STRIKEOUT COPY OF THE RULE:</u> If an amended rule, provide a complete copy of the rule indicating in underline and strikeout format all language which has been added, deleted, or changed since the rule was last adopted or amended.
()	()	(X)	<u>COMPLETE COPY OF THE REFERENCED RULE(S):</u> For any rule which includes language specifically referencing another rule, a copy of that other rule must also be submitted, unless it has already been submitted to EPA as part of a previous SIP submittal.
(X)	()	()	<u>PUBLIC NOTICE EVIDENCE:</u> Include a copy of the local newspaper clipping certification(s), stating the date of publication, which must be at least 30 days before the hearing. As an alternative, include a copy of the actual published notice of the public hearing as it appeared in the local newspaper(s). In this case, however, enough of the newspaper page must be included to show the date of publication. The notice must specifically identify by title and number each rule adopted or amended.
(X)	()	()	<u>RESOLUTION/MINUTE ORDER:</u> Provide the Board Clerk certified resolution or minute order. This document must include certification that the hearing was held in accordance with the information in the public notice. It must also list the rules that were adopted or amended, the date of the public hearing, and a statement of compliance with California Health and Safety Code Sections 40725-40728 (Administrative Procedures Act).
(X)	()	()	<u>PUBLIC COMMENTS AND RESPONSES:</u> Submit copies of written public comments made during the notice period and at the public hearing. Also submit any written responses prepared by the District staff or presented to the District Board at the public hearing. A summary of the public comments and responses is adequate. If there were no comments made during the notice period or at the hearing, please indicate N/A to the left.

CALIFORNIA AIR RESOURCES BOARD

SIP COMPLETENESS CHECKLIST

TECHNICAL MATERIALS

<u>Attached</u> (X)	<u>Not Attached</u> ()	<u>N/A</u> ()	
			<u>RULE EVALUATION FORM:</u> See instructions for completing the Rule Evaluation Form and the accompanying sample form.
()	()	(X)	<u>NON-EPA TEST METHOD:</u> Include all test methods referenced in the rule, but not previously submitted to EPA. Provide an explanation of the purpose and principle for the test method and include the following supporting technical data: describe the test details (number of tests to be carried out, their precision accuracy, and repeatability); on a technical basis, compare the method with the appropriate EPA/ASTM method; explain the technical differences of the two methods and how they affect monitoring of the parameters of interest; explain how the test method affects the implementation and enforcement of the applicable rule; explain the advantages and any potential shortcomings of the test method.
()	()	(X)	<u>MODELING SUPPORT:</u> Provide if appropriate; in general modeling support is not required for VOC and NO _x rules to determine their impacts on ozone levels. Modeling is required where a rule is a relaxation that affects large sources (≥ 100 TPY) in an attainment area for SO ₂ , directly emitted PM ₁₀ , CO, or NO _x (for NO ₂ purposes). In cases where EPA is concerned with the impact on air quality of rule revisions which relax limits or cause a shift in emission patterns in a nonattainment area, a reference back to the approved SIP will be sufficient provided the approved SIP used the current EPA modeling guidelines. If current EPA modeling guidelines were not used, then new modeling may be required.
(X)	()	()	<u>ECONOMIC AND TECHNICAL JUSTIFICATION FOR DEVIATIONS FROM EPA POLICIES:</u> As appropriate, describe special circumstances, i.e., where alternative RACT is used, extended compliance date are included, etc. A completed <u>SIP Approvability Checklist-Enforceability</u> will fulfill this requirement.
(X)	()	()	<u>ADDITIONAL MATERIALS:</u> Provide any other supporting information concerning development of the rule or rule changes, such as staff reports.

APCD / AQMD RULE EVALUATION FORM - PAGE 1

I. GENERAL INFORMATIONDistrict: South Coast AQMD Rule No: 1613 Date Amended: November 14, 1997Rule Title: Credits for Truck Stop ElectrificationDate Submitted to ARB: December 3, 1997 If an Amended Rule, Dated Adopted: _____Is the Rule Intended to be Sent to the U.S. EPA as a SIP Revision (☒) Yes () No If NO, do not complete remainder of form.District Contact: Laki Tisopulos Phone Number: (909) 396-3123Narrative Summary of New Rule or Rule Changes: (☒) New Rule () Amended Rule

Rule 1613 provides a mechanism for issuing VOC, NOx, and CO MSERCs to truck stop operators that reduce heavy-duty truck idling emissions by the voluntary use of electricity to power truck cab electrification packages while the truck is parked at a truck stop and tour bus electrification packages while the bus is parked at a participating location.

MSERCs would be based on emission reductions that are surplus to local, state, and federal emission reductions requirements.

The rule establishes: (1) MSERC program requirements for submission of applications; (2) issuance of credits; (3) MSERC quantification and usage; (4) recordkeeping; (5) enforcement; and (6) an appeal process.

MSERCs issued under Rule 1613 may be used as an alternative method of compliance with any AQMD regulation which allows the use of credits.

Pollutant(s) Regulated by the Rule (Circle): (ROG) (NOx) SO₂ (CO) PM TAC(name): _____II. EFFECT ON EMISSIONS

Complete this section ONLY for rules that, when implemented, will result in quantifiable changes in emissions. Attach reference(s) for emission factor(s) and other information. Attach calculation sheet showing how the emission information provided below was determined.

Net Effect on Emissions: () Increase () Decrease (☒) N/A

Emission Reduction Commitment in SIP for this Source Category: _____ tons/year

SSC/CES Code Affected: _____ If a SCC Code is Assigned, SIC Code Affected: _____

(NOTE: If more than one SSC or CES code or more than one combination of SCC and SIC codes are needed, fill out the following information on a separate form for each combination of codes.)

Inventory Year Used to Calculate Changes in Emissions: _____ Area Affected: _____

APCD / AQMD RULE EVALUATION FORM - PAGE 2

Future Year Control Profile Estimate (Provide information on as many years as possible)

Year	Tons/Year Reductions (Increases)	Baseline Tons/Year Subject to Rule	Control Level	Percent Control	Control Level	Control Factor
___	___ / ___	=	___ x 100	= ___%	1.00 -	= ___
___	___ / ___	=	___ x 100	= ___%	1.00 -	= ___
___	___ / ___	=	___ x 100	= ___%	1.00 -	= ___
___	___ / ___	=	___ x 100	= ___%	1.00 -	= ___

III. SOURCES/ATTAINMENT STATUS

District is: () Attainment (X) Nonattainment () Split

Approximate Total Number of Small (<100 TPY) Sources Controlled by Rule: N/A

Percent in Nonattainment Area: _____ %

Number of Large (≥ TPY) Sources Controlled: N/A Percent in Nonattainment Area: _____ %

Name(s) and Location(s) (city and county) of Large (≥ 100 TPY) Sources Controlled by Rule (Attach additional sheets as necessary):

The rule provides an alternative method of compliance with any AQMD regulation which allows the use of credits.IV. EMISSION REDUCTION TECHNOLOGY

Does the Rule Include Emission Limits that are Continuous? () Yes (X) No

If Yes, Those Limits are in Section(s) _____ of the Rule.

Other Methods in the Rule for Achieving Emission Reductions are:

V. OTHER REQUIREMENTS

The Rule Contains:

Emission Limits in Section(s): _____ Work Practice Standards in Section: (d)Recordkeeping Requirements in Section: (h) Reporting Requirements in Sections: (e)Attach a Completed EPA SIP Approvability Checklist - Enforceability or Provide an Equivalent Compliance/Enforcement Strategy Statement.VI. IMPACT ON AIR QUALITY PLAN

(X) No Impact () Impacts RFP () Impacts attainment

Discussion: _____

SIP APPROVABILITY CHECKLIST--ENFORCEABILITY - PAGE 1

District: South Coast Air Quality Management District

Rule No.: 1613

Date Adopted: November 14, 1997

Rule Title: Credits for Truck Stop Electrification

1. APPLICABILITY

a. What sources are being regulated?

See Sections (a) and (b) [Rule 1613].

b. What exemptions are provided?

See Section(s) N/A [Rule].

c. What is the calculation procedure for exemptions?

See Section(s) N/A [Rule].

d. Is the averaging time used in the rule greater than that of the applicable federal ambient standard(s)?

No. See Section(s) N/A [Rule].

e. What are the units of compliance?

Total pounds of VOC, NOx, or CO.

See Section (f)(1) [Rule 1613].

f. Is bubbling or averaging of any type allowed?

No.

g. If there is a redesignation of the AQCR to attainment, will this change the emissions limitation in the rule?

N/A

SIP APPROVABILITY CHECKLIST--ENFORCEABILITY - PAGE 2

2. COMPLIANCE DATES

a. What is compliance date?

Rule 1613 is a voluntary rule and does not have compliance dates in itself, but does require that information following a Truck Stop Electrification Application be submitted within time constraints.

See Sections (d)(1), (d)(4), & (e)(1) [Rule 1613].

b. What is attainment date?

Nitrogen dioxide	Attained
Carbon monoxide	12/31/2000
Ozone	12/31/2010
TSP	12/31/2006
Sulfur dioxide	Attained

3. SPECIFICITY OF CONDUCT

a. What test method is required?

Not Applicable.

b. What is the averaging time in the compliance test method?

Not Applicable.

c. Is a compliance calculation or evaluation required?

Yes. A calculation methodology is given for determining the Mobile Source Emission Reduction Credits per heavy-duty vehicle.

See Section (f) [Rule 1613].

4. INCORPORATION BY REFERENCE

a. What is District authority for rulemaking?

See Board Resolution.

b. What methods/rules are incorporated in the rule?

No new methods/rules were incorporated into this rule.

SIP APPROVABILITY CHECKLIST--ENFORCEABILITY - PAGE 3

5. RECORDKEEPING

- a. What records are required to determine compliance?**

See Sections (d)(1), (d)(4), and (e)(1) [Rule 1613].

- b. In what form or units must the records be kept?**

See Sections (d)(1), (d)(4), (e)(1), & (f)(1) [Rule 1613].

- c. On what time basis must the records be kept?**

See Sections (e)(2) and (h) [Rule 1613].

- d. Does the rule affirmatively require that the records be kept?**

Yes. See Section (h) [Rule 1613].

6. EXEMPTIONS

- a. Are any exemptions allowed?**

N/A

- b. What is the criteria for application?**

N/A

7. MALFUNCTION PROVISIONS

N/A

RESOLUTIONRESOLUTION NO. 97-30

A Resolution of the Governing Board of the South Coast Air Quality Management District certifying the Final Subsequent Environmental Assessment prepared for Proposed Rule 1613 - Credits for Truck Stop Electrification.

A Resolution of the Governing Board of the South Coast Air Quality Management District adopting Proposed Rule 1613 - Credits for Truck Stop Electrification.

WHEREAS, the Governing Board of the South Coast Air Quality Management District finds and determines that Proposed Rule 1613 - Credits for Truck Stop Electrification, is considered a "project" pursuant to the terms of the California Environmental Quality Act (CEQA); and

WHEREAS, the South Coast Air Quality Management District has had its regulatory program certified pursuant to Public Resources Code, Section 21080.5 and has conducted CEQA review pursuant to such program (Rule 110); and

WHEREAS, the South Coast Air Quality Management District has prepared and circulated a Draft Subsequent Environmental Assessment (SEA) pursuant to CEQA Guidelines Section 15162, setting forth the potential environmental consequences of adopting Proposed Rule 1613; and

WHEREAS, no significant adverse environmental impacts have been identified for the proposed project; and

WHEREAS, no comments were received on the Draft SEA requiring responses by the South Coast Air Quality Management District; and

WHEREAS, the Draft SEA has been revised such that it is now a Final SEA; and

WHEREAS, the Governing Board of the South Coast Air Quality Management District obtains its authority to adopt, amend, or repeal rules and regulations from Sections 40000, 40001, 40440, 40441, 40463, 40702, and 40725 through 40728 of the California Health and Safety Code; and

WHEREAS, the Governing Board of the South Coast Air Quality Management District has determined that a need exists to provide an alternative means of compliance with other District regulations, to adopt Proposed Rule 1613 - Credits for Truck Stop Electrification, and

WHEREAS, the Governing Board of the South Coast Air Quality Management District has determined that Proposed Rule 1613 - Credits for Truck Stop Electrification, as proposed to be adopted, is written or displayed so that its meaning can be easily understood by the persons directly affected by it; and

WHEREAS, the Governing Board of the South Coast Air Quality Management District has determined that Proposed Rule 1613 - Credits for Truck Stop Electrification, as proposed to be adopted, is in harmony with, and not in conflict to, existing state or federal statutes, court decisions, or regulations; and

WHEREAS, the Governing Board of the South Coast Air Quality Management District has determined that Proposed Rule 1613 - Credits for Truck Stop Electrification, as proposed to be adopted, does not impose the same requirements as any existing state or federal regulation and the proposed rule is necessary and proper to execute the powers and duties granted to, and imposed upon, the District; and

WHEREAS, the Governing Board of the South Coast Air Quality Management District has determined that Proposed Rule 1613 - Credits for Truck Stop Electrification, as proposed to be adopted, references the following statutes which the District hereby implements, interprets or makes specific: Health and Safety Code Sections 40001 (rules to achieve ambient air quality standards), and 40440(a) (rules to carry out AQMP); and

WHEREAS, the Governing Board of the South Coast Air Quality Management District voting on this Resolution has reviewed and considered the staff's findings related to cost-effectiveness of Proposed Rule 1613 - Credits for Truck Stop Electrification, and has found the range of cost-effectiveness to be comparable with the cost-effectiveness of other District regulations; and

WHEREAS, Proposed Rule 1613 - Credits for Truck Stop Electrification implements Control Measure MON-10 - Emission Reduction Credits for Truck Stop Electrification found in 1997 Air Quality Management Plan (AQMP), which calls for greater flexibility for sources to comply with District regulations through the issuance of mobile source emission reduction credits for use of electricity to power truck cab electrification packages while the truck is parked at a truck stop; and

WHEREAS, the Governing Board of the South Coast Air Quality Management District has determined that Proposed Rule 1613 - Credits for Truck Stop Electrification, as proposed to be adopted, will be utilized only by operators who find this rule to be cost-effective for their specific application, compared to other District regulations; and

WHEREAS, a public hearing has been properly noticed in accordance with the provisions of Health and Safety Code Section 40725; and

WHEREAS, the Governing Board of the South Coast Air Quality Management District has held a public hearing in accordance with all provisions of law; and

WHEREAS, the South Coast Air Quality Management District Governing Board directed the Executive Officer to evaluate the feasibility of opening up and linking the District's Stationary and Mobile Source Credit markets and solicit public comments as part of the evaluation process; and

NOW, THEREFORE, BE IT RESOLVED, that the Governing Board of the South Coast Air Quality Management District does hereby certify the Final SEA for Proposed Rule 1613 - Credits for Truck Stop Electrification, completed in compliance with California Environmental Quality Act Provisions, and that the Final SEA has been presented to the District Governing Board, whose members reviewed, considered, and approved the information therein prior to acting on Proposed Rule 1613 - Credits for Truck Stop Electrification; and

BE IT FURTHER RESOLVED, that the implementation of Proposed Rule 1613 - Credits for Truck Stop Electrification will provide greater flexibility for sources to comply with other District regulations and promote the use of electricity to power truck cab and tour bus electrification packages while the truck or tour bus is parked at a truck stop or other parking facility; and

BE IT FURTHER RESOLVED, that the Governing Board directs staff to form a working group between interested truck stop operators and truck fleets, as well as other interested parties to disseminate information regarding the economic and environmental benefits of truck stop electrification, in order to facilitate its widespread use; and

BE IT FURTHER RESOLVED, that the Governing Board directs staff to initiate public outreach for businesses that may consider participation in a Rule 1613 truck stop electrification program; and

BE IT FURTHER RESOLVED, that AQMD staff is hereby directed to continue to work with the U.S. Environmental Protection Agency and the Air Resources Board staff to resolve any future issues specific to Proposed Rule 1613, such as approval of emissions quantification protocols based on future guidance from EPA on these issues; and

BE IT FURTHER RESOLVED, that the Acting Executive Officer and the General Counsel hereby are directed to use all remedies available to ensure timely approval of Proposed Rule 1613 and related submittals by the California Air Resources Board and the U.S. Environmental Protection Agency staff; and

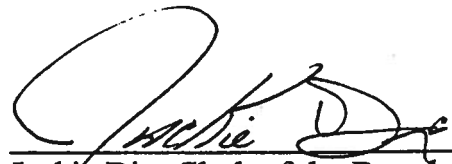
BE IT FURTHER RESOLVED, that the Governing Board of the South Coast Air Quality Management District does hereby adopt, pursuant to the authority granted by law, Proposed Rule 1613 - Credits for Truck Stop Electrification, as set forth in the attached and incorporated herein by reference.

AYES: Burke, Glover, Lee, Mikels, Nastri, Paulitz, Silva and Wilson

NOES: None

ABSENT: Alarcón, Antonovich, Loveridge and Soto

Dated: 11-14-91



Jackie Dix, Clerk of the Board

RULE 1613. CREDITS FOR TRUCK STOP ELECTRIFICATION

(a) Purpose

The purpose of this rule is to provide opportunities to generate volatile organic compound (VOC), nitrogen oxide (NO_x) and carbon monoxide (CO) mobile source emission reduction credits (MSERCs) that could be used as an alternative means of compliance with District regulations. These credits would be generated based on voluntary emission reductions beyond those required by local, state, and federal regulations, by utilizing electricity to power truck cab electrification packages while the truck is parked at a truck stop and tour bus electrification packages while the bus is parked at a participating location. MSERCs generated may only be applied towards compliance with District regulations that allow the use of credits.

(b) Applicability

This rule becomes effective November 14, 1997 and applies to truck stop operators that are located within the District.

(c) Definitions

For purposes of this rule, the following definitions shall apply:

- (1) HEAVY-DUTY VEHICLE means any vehicle with gross vehicle weight rating over 14,000 pounds.
- (2) MOBILE SOURCE EMISSION REDUCTION CREDIT (MSERC) means credit for real, quantified emission reductions, approved by the Executive Officer, as authorized by this rule, and surplus to emission reductions required by ARB, District, and U.S. EPA regulations and the most recent District or U.S. EPA approved Air Quality Management Plan, whichever is more stringent.
- (3) NITROGEN OXIDES (NO_x) means the sum of nitric oxides and nitrogen dioxides emitted, calculated as nitrogen dioxide.
- (4) TRUCK ELECTRIFICATION PACKAGE means any add-on hardware kit applicable to heavy-duty trucks and tour buses which consists of but not limited to: electric engine block heater; electric fuel heater; electric device for cab heating/cooling and electric outlet for on-board appliances.

- (5) TRUCK STOP OPERATOR means any entity who owns or operates a facility that provides parking spaces for heavy-duty trucks or tour buses.
 - (6) VOLATILE ORGANIC COMPOUND (VOC) means any volatile compound of carbon, excluding: methane, carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, ammonium carbonate, and exempt compounds as defined in District Rule 102.
- (d) Truck Stop Operator Requirements
- (1) In order to generate MSERCs, a truck stop operator shall submit a Truck Stop Electrification (TSE) Application. The Application shall contain specific information including, but not limited to:
 - (A) a description of the electrical power distribution system at the truck stop that is intended to provide the electricity to each parked heavy-duty vehicle, including a description and location of tamperproof instrumentation that indicates total accumulated electricity consumption in kWh, and the amount of time electric power is provided through each separate electric outlet.
 - (B) identification of the legal owner of the MSERCs to be issued by the Executive Officer, and
 - (C) for monitoring purposes, provide access to District staff to record electricity consumption and amount of time electric power is provided to truck electrification packages.
 - (2) The Executive Officer shall approve or disapprove the TSE Application in writing.
 - (3) For the purposes of assessing fees, the TSE Application shall be deemed a plan, and the fees shall be assessed in accordance with the provisions of Rule 309.
 - (4) The truck stop operator shall annually submit to the Executive Officer total annual power consumption and total time electric power is supplied through each electric outlet beginning with the first year anniversary subsequent to TSE Application approval.

(e) Issuance of MSERCs

- (1) MSERCs shall be issued annually after approval of the Truck Stop Electrification Application and data pursuant to paragraph (d)(4) by the Executive Officer.
- (2) MSERCs shall expire two years after the date of issuance.

(f) MSERC Calculation

- (1) The amount of VOC, NO_x, and CO MSERCs generated shall be calculated by the Executive Officer for each year according to the following formula:

$$\text{MSERC} = (I_{\text{rate}} \times \text{HRS}) / (454 \times \text{TAF})$$

Where:

MSERC = Mobile Source Emission Reduction Credit (total pounds per year)

I_{rate} = Idling emission rates (grams per hour)

HRS = Annual hours of electric power supplied through electric outlets

TAF = Technical Uncertainty Adjustment Factor, for the purpose of generating credits

- (2) Idling Emission Rates for VOC, NO_x and CO (grams/hour):

$$\frac{\text{VOC}}{15} \quad \frac{\text{NO}_x}{114} \quad \frac{\text{CO}}{27}$$

- (3) These idling emission rates may be updated and published upon concurrence by ARB and District staffs, based on new tests conducted by ARB. The Executive Officer shall submit any District Governing Board approved revisions to the emission rates provided in this subdivision to U.S. EPA for inclusion in the State Implementation Plan.

(g) Use of MSERCs

- (1) A Technical Uncertainty Adjustment Factor (TAF) equal to 1.2 shall be applied, except that a TAF equal to 1.0 shall be applied for MSERCs used to comply with Regulation XIII and Regulation XXII.
- (2) MSERCs shall only be consumed in the air basin where the truck stop operator is based.

(h) Recordkeeping Requirements

- (1) Truck stop operators shall be responsible for storing and maintaining data records for electricity supplied to truck electrification packages. On a monthly basis, the data records shall contain the total electricity consumption in kilowatt-hours and the amount of time electric power is supplied to each electric outlet. In addition, the data records shall include the name, address, telephone number of the truck or tour bus operator(s) utilizing the electrification system.
- (2) Truck stop operators shall maintain a copy of the data described in paragraph (h)(1) for three years from date of MSERC issuance.

(i) Compliance Auditing and Enforcement

- (1) The Executive Officer shall be afforded access at the truck stop operators' facility to audit instrumentation to document electric power consumption and the amount of time power was supplied to trucks and any files or records created to comply with recordkeeping requirements specified in subdivision (h). In addition, truck stop operators shall submit such records to the Executive Officer upon request.
- (2) The Executive Officer shall be afforded access to inspect truck stop operators' facilities.
- (3) Violation of any provision of this rule, including falsification of information in the TSE Application or annual operating data, shall be grounds for the Executive Officer to disallow or void any MSERCs resulting from or associated with the violation, by disapproving or seeking revocation of the TSE Application, and shall be subject to the penalties specified in the Health and Safety Code for violation of District rules.

(j) Appeal of Disapproval of MSERC Issuance

An applicant may, within 30 days of receipt of notice of disapproval, request the Hearing Board to hold a hearing on whether the application was properly refused.

PROOF OF PUBLICATION

The Orange County Register



STATE OF CALIFORNIA
County of Orange

I am a citizen of the United States; I am over the age of eighteen years; I am not a party to or interested in the notice published. I am a Legal Advertising Clerk of the Publisher of the ORANGE COUNTY REGISTER, a newspaper of general circulation, printed and published daily in the City of Santa Ana, County of Orange. The ORANGE COUNTY REGISTER has been adjudged a newspaper of general circulation by the Superior Court of the County of ORANGE, State of California, under the date of November 29, 1905, Case Number A21046. The notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

October 13,

all in the year 19 97

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated, this

16th day of October, 19 97

Debbie Payer

Signature

CNS 1528189

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NOTICE OF PUBLIC HEARING PROPOSED ADOPTION OF RULES AND REGULATIONS OF THE SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

Re: Proposed Rule 1613 - Credits for Truck Stop
Electrification

NOTICE IS HEREBY GIVEN that a public hearing on the matter of adoption of rules and regulations for the South Coast Air Quality Management District ("District") will be held on Friday, November 14, 1997, in the Diamond Bar Auditorium, District Headquarters, 21865 E. Copley Drive, Diamond Bar, California, at 9:30 a.m., at which time evidence will be taken and all interested persons will be heard by the District Board.

NOTICE IS FURTHER GIVEN that the air quality objective of Proposed Rule 1613 is to provide a mechanism for the generation of mobile source emission reduction credits (MSERCs) to entities such as truck stop operators and add additional flexibility in meeting the emission reduction requirements of District regulations.

NOTICE IS FURTHER GIVEN that the District is considering the adoption of Proposed Rule 1613 to reduce VOC, NOx and CO emissions from heavy-duty truck idling by the voluntary use of electricity to power truck cab electrification packages while the truck is parked at a truck stop.

NOTICE IS FURTHER GIVEN that the District has prepared supporting documents consisting of:

- Proposed Rule 1613
- Staff Report for the proposed rule
- Subsequent Environmental Assessment
- Socioeconomic Impact Assessment

The above documents and materials are available for review at the District Headquarters' Public Information Center, or may be obtained by contacting:

Public Advisor's Office
South Coast Air Quality Management District
21865 E. Copley Drive
PO Box 4937
Diamond Bar, California 91765-0937
(909) 396-2039

NOTICE IS FURTHER GIVEN that at the conclusion of the hearing, the District Board may adopt or make amendments to the Proposed Rule which are justified by the evidence presented or may decline to adopt the proposed rule.

Queries or clarifications on the proposed rule can be obtained by writing to Dave Coel, Planning and Policy, Mobile Source Regulations, South Coast Air Quality Management District, 21865 E. Copley Drive, Diamond Bar, California 91765, or by calling (909) 396-3143. Interested persons may attend and submit oral or written statements at the Board hearing. Twenty-five (25) copies of all written materials must be submitted to the Clerk of the Board. Individuals who wish to submit written comments for review prior to the hearing must submit such comments to the Clerk of the Board 21865 E. Copley Drive, Diamond Bar, California 91765, on or before Tuesday, November 4, 1997.

Dated: October 7, 1997
SAUNDRA MCDANIEL
Senior Deputy Clerk
10/13

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(When required)

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County of Los Angeles) SS

GOVERNING BOARD RULE 1613 NOTI

I am a citizen of the United States and a resident of the County of Los Angeles; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer and publisher of the LOS ANGELES DAILY JOURNAL, a daily newspaper printed and published in the English language in the City of Los Angeles, and adjudged a newspaper of general circulation as defined by the laws of the State of California by the Superior Court of County of Los Angeles, State of California, under date of June 5, 1952, Case No. 599,382. That the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

10/13/97

EXECUTED ON : 10/13/97
AT LOS ANGELES, CALIFORNIA

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Signature

This space for filing stamp only



CNS1528433

NOTICE OF PUBLIC HEARING PROPOSED ADOPTION OF RULES AND REGULATIONS OF THE SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

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Proposed Rule 1613
Staff Report for the proposed rule
Subsequent Environmental Assessment
Socioeconomic Impact Assessment

The above documents and materials are available for review at the District Headquarters' Public Information Center, or may be obtained by contacting:
Public Advisor's Office
South Coast Air Quality Management District
21865 E. Copley Drive
PO Box 4937
Diamond Bar, California 91765-0937
(909) 396-2039

NOTICE IS FURTHER GIVEN that at the conclusion of the hearing, the District Board may adopt or make amendments to the Proposed Rule which are justified by the evidence presented or may decline to adopt the proposed rule.

Queries or clarifications on the proposed rule can be obtained by writing to Dave Coel, Planning and Policy, Mobile Source Regulations, South Coast Air Quality Management District, 21865 E. Copley Drive, Diamond Bar, California 91765, or by calling (909) 396-3143. Interested persons may attend and submit oral or written statements at the Board hearing. Twenty-five (25) copies of all written materials must be submitted to the Clerk of the Board. Individuals who wish to submit written comments for review prior to the hearing must submit such comments to the Clerk of the Board 21865 E. Copley Drive, Diamond Bar, California 91765, on or before Tuesday, November 4, 1997.

Dated: October 7, 1997
SAUNDRA MCDANIEL
Senior Deputy Clerk

LAJ-CNS1528433

10/13

PROOF OF PUBLICATION
(2015.5 C.C.P.)

STATE OF CALIFORNIA,
County of San Bernardino

I, JOYCE E. TERRY, do hereby declare that I am a citizen of the United States; I am over the age of eighteen years, and not a party to or interested in the herein-entitled matter. I am the Legal Clerk of the

Inland Valley Daily Bulletin
(formerly The Daily Report)

A newspaper of general circulation, published daily in the City of Ontario, County of San Bernardino, State of California, and which has been adjudged a newspaper of general circulation by the Superior Court of the County of San Bernardino, State of California, under the date of August 24, 1951, Case Number 70663; that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

October 13, 1997

I declare under penalty of perjury that the foregoing is true and correct.

Dated: October 13, 1997


Signature

Proof of Publication of:

NOTICE OF PUBLIC HEARING
SCAQMD

OCT 23 1997
RECEIVED

CNS1528443

NOTICE OF PUBLIC HEARING PROPOSED ADOPTION
OF RULES AND REGULATIONS OF THE SOUTH
COAST AIR QUALITY MANAGEMENT DISTRICT

Re: Proposed Rule 1613 - Credits for Truck Stop
Electrification

NOTICE IS HEREBY GIVEN that a public hearing on the matter of adoption of rules and regulations for the South Coast Air Quality Management District ("District") will be held on Friday, November 14, 1997, in the Diamond Bar Auditorium, District Headquarters, 21865 E. Copley Drive, Diamond Bar, California, at 9:30 a.m., at which time evidence will be taken and all interested persons will be heard by the District Board.

NOTICE IS FURTHER GIVEN that the air quality objective of Proposed Rule 1613 is to provide a mechanism for the generation of mobile source emission reduction credits (MSERCs) to entities such as truck stop operators and add additional flexibility in meeting the emission reduction requirements of District regulations.

NOTICE IS FURTHER GIVEN that the District is considering the adoption of Proposed Rule 1613 to reduce VOC, NOx and CO emissions from heavy-duty truck idling by the voluntary use of electricity to power truck cab electrification packages while the truck is parked at a truck stop.

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(909) 396-2039

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Dated: October 7, 1997
SAUNDRA MCDANIEL
Senior Deputy Clerk

10/13

#30500633

length
162.000

Rate
0.83

amt
134.46

(Space below for filing stamp only)

Proof of Publication

CALIFORNIA NEWSPAPER SERVICE BUREAU

OCT 30 1997

RECEIVED

STATE OF CALIFORNIA, }
County of San Bernardino,

The undersigned hereby certifies as follows:

I am a citizen of the United States, over the age of twenty-one years, and not a party to nor interested in the above-entitled matter; I am the principal clerk of the printer of a newspaper, to wit, *The Sun*; the same was at all times herein mentioned a newspaper of general circulation printed and published daily, including Sunday, in the City of San Bernardino, in the County of San Bernardino, State of California; said newspaper is so published every day of the year as and under the name of *The Sun*, said newspaper has been adjudged a newspaper of general circulation by the Superior Court of the State of California, in and for the County of San Bernardino, by a judgment of said Superior Court duly made, filed and entered on June 30, 1993, in the records and files of said Superior Court in that certain proceeding entitled in the Matter of the Ascertainment and Establishment of *The Sun* as a Newspaper of General Circulation, numbered 73084 in the records of civil proceedings in said Superior Court and by judgment modifying the same, also made, filed and entered in said proceeding; the notice or other process or document hereinafter mentioned was set, printed and published in type not smaller than nonpareil and was preceded with words printed in black face type not smaller than nonpareil describing and expressing in general terms the purport or character of the notice intended to be given; and the

..... PUBLIC HEARING

of which the annexed is a true printed copy, was published in each edition and issue of said newspaper of general circulation, and not in any supplement thereof, on each of the following dates, to wit:

OCTOBER 13, 1997

I certify under penalty of perjury that the foregoing is true and correct.

Helen Dixon

Executed on the 13 day of OCTOBER, 1997, at San Bernardino, in said County and State.

NOTICE OF PUBLIC HEARING PROPOSED ADOPTION OF RULES AND REGULATIONS OF THE SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

Re: Proposed Rule 1613 - Credits for Truck Stop Electrification

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PO Box 4937
Diamond Bar, California 91765-0937
(909) 396-2039

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Dated: October 7, 1997
SAUNDRA MCDANIEL
Senior Deputy Clerk

CNS1528434

10/13

length
184,000

late
1.50

amb
276.00
14.00
290.00

PROOF OF PUBLICATION

(2010, 2015.5 CCP)

PROOF OF PUBLICATION OF

TRUSTEE SALE

HEARING

1613

I am a citizen of the United States. I am over the age of eighteen years and not a party to or interested in the above entitled matter. I am an authorized representative of THE PRESS-ENTERPRISE, a newspaper of general circulation, printed and published daily in the city of Riverside, County of Riverside, and which newspaper has been adjudicated a newspaper of general circulation by the Superior Court of the County of Riverside, State of California, under date of April 25, 1952, Case Number 54446, under date of March 29, 1957, Case Number 65673 and under date of August 25, 1995, Case Number 267864; that the notice, of which the annexed is a printed copy, has been published in said newspaper in accordance with the instructions of the person(s) requesting publication, and not in any supplement thereof on the following dates, to wit:

10/13/1997

I Certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated October 13, 1997
at Riverside, California

CALIF NEWSPAPER SERV ORDER PROC.

OCT 30 1997

CNS1628441
NOTICE OF PUBLIC HEARING PROPOSED ADOPTION OF
RULES AND REGULATIONS OF THE SOUTH COAST AIR
QUALITY MANAGEMENT DISTRICT

Re: Proposed Rule 1613 - Credits for Truck Stop
Electrification

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Dated: October 7, 1997
SAUNDRA MCDANIEL
Senior Deputy Clerk

10/13

length
180.000

Rate
1.30

Amb.
\$234.00



South Coast Air Quality Management District

21865 E. Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • <http://www.aqmd.gov>

BOARD MEETING DATE: November 14, 1997

AGENDA NO. 35

PROPOSAL: Adopt Proposed Rule 1613 - Credits for Truck Stop Electrification

SYNOPSIS: Proposed Rule 1613 will provide a mechanism for generating MSERCs from the reduction of heavy-duty truck idling emissions by the voluntary use of electricity to power truck cab electrification packages while the truck is parked at a truck stop. The proposed rule will meet the 1997 AQMP commitment for Control Measure MON-10.

COMMITTEE: Mobile Source, September 26, 1997, Recommended for Consideration

RECOMMENDED ACTION:

1. Certify the Final Subsequent Environmental Assessment for Proposed Rule 1613 - Credits for Truck Stop Electrification, as proposed, in accordance with the attached Resolution.
2. Adopt Proposed Rule 1613 - Credits for Truck Stop Electrification, in accordance with the attached resolution.

Barry R. Wallerstein, D.Env.
Acting Executive Officer

EYC:HH:DC:VAY

Background

Proposed Rule 1613 is the sixth mobile source emission reduction credit (MSERC) program to be considered for adoption in a continuing effort to provide stationary source operators additional flexibility to meet AQMD regulations. This credit rule promotes reductions in truck engine idling. Typically, it is common practice for truckers to leave their engines idling for extended time periods while at truck stops to provide power for heating or air conditioning systems, and to keep diesel engines warm during winter months.

1947 • 1997



YEARS OF PROGRESS TOWARD CLEAN AIR

CLEAN AIR IS EVERY BODY'S BUSINESS

The truck stop electrification concept is based on providing electricity through an electrical plug inserted into trucks equipped with "electrification packages." These packages will consist of "off-the-shelf" components such as electric automatic idle control, electric engine block heater, electric fuel heater, electric device for cab air conditioning and heating, 120V electric outlet for onboard appliances and a relay to bypass the battery. The electrification packages would be installed in either new or existing trucks. With the truck engine turned off and plugged in while parked at the truck stop, electricity would provide the necessary power for onboard heating, cooling, lighting and appliances, that would otherwise be provided by the idling truck engine. The truck stop would have electric outlets installed throughout the parking lots to accommodate the truck electrification packages.

Proposal

The proposed rule provides a mechanism for the generation of VOC, NOx, and CO MSERCs to entities such as truck stop operators who voluntarily provide electricity to power truck cab electrification packages while trucks are parked at a truck stop. The emission reduction credits will be based on truck idling emission factors supplied by the California Air Resources Board (ARB) and the amount of time electricity is supplied to individual trucks by a truck stop operator. Emission credits would be issued annually based on data submitted to the AQMD for the preceding one-year time period.

Proposed Rule 1613 establishes requirements for submission of applications, issuance and quantification of credits, recordkeeping, enforcement, and an appeal process. MSERCs issued under Proposed Rule 1613 may be used as an alternative method of compliance with any rule that authorizes the use of credits.

A public workshop was held on October 1, 1997. Comments received are addressed in the final staff report. Based on these comments, the rule and staff report were modified after the Set Public Hearing on October 10, 1997 to allow MSERCs to be generated from reduced tour bus idling emissions, and to clarify monthly recordkeeping requirements. These modifications are indicated by strikeouts and underlines.

AQMP & Legal Mandates

The proposed rule meets the 1997 AQMP commitment in Control Measure MON-10 to adopt a rule that allows the issuance of MSERCs for voluntary reductions in mobile source emissions. The proposed rule is intended to provide an alternative means of compliance with AQMD regulations, as well as to promote the widespread use of truck stop electrification. The Federal Clean Air Act Amendments (CAAA) of 1990 encourage the use of market-based principles and other innovative approaches to facilitate attainment and maintenance of the National Ambient Air Quality Standards. Accordingly, the U.S. EPA has published interim guidelines on the generation of MSERCs. Similarly,

ARB has published a guidance document to assist local air districts in designing on-road vehicle MSERC programs.

CEQA & Socioeconomic Analysis

Pursuant to the California Environmental Quality Act (CEQA) and the AQMD's Certified Regulatory Program (Rule 110), the AQMD has prepared a Final Subsequent Environmental Assessment (SEA) for the proposed rule. The Draft SEA was released on September 15, 1997, for a 30-day review and comment period which closed on October 15, 1997. The Final SEA determined that the proposed rule generated no significant adverse environmental impacts.

A Final Socioeconomic Assessment indicates that Proposed Rule 1613, by presenting an optional compliance program, can reduce economic impacts on facilities which are subject to other applicable source-specific AQMD regulations. The cost-effectiveness of Proposed Rule 1613 ranges from \$1,458 to a savings of \$12,677 per ton of pollutants reduced, reflecting costs and savings for truck owners and truck stop operators, and is within the range of cost-effectiveness of other AQMD rules.

Resource Impacts

Sufficient resources have been budgeted in the AQMD Three-Year Budget Forecast.

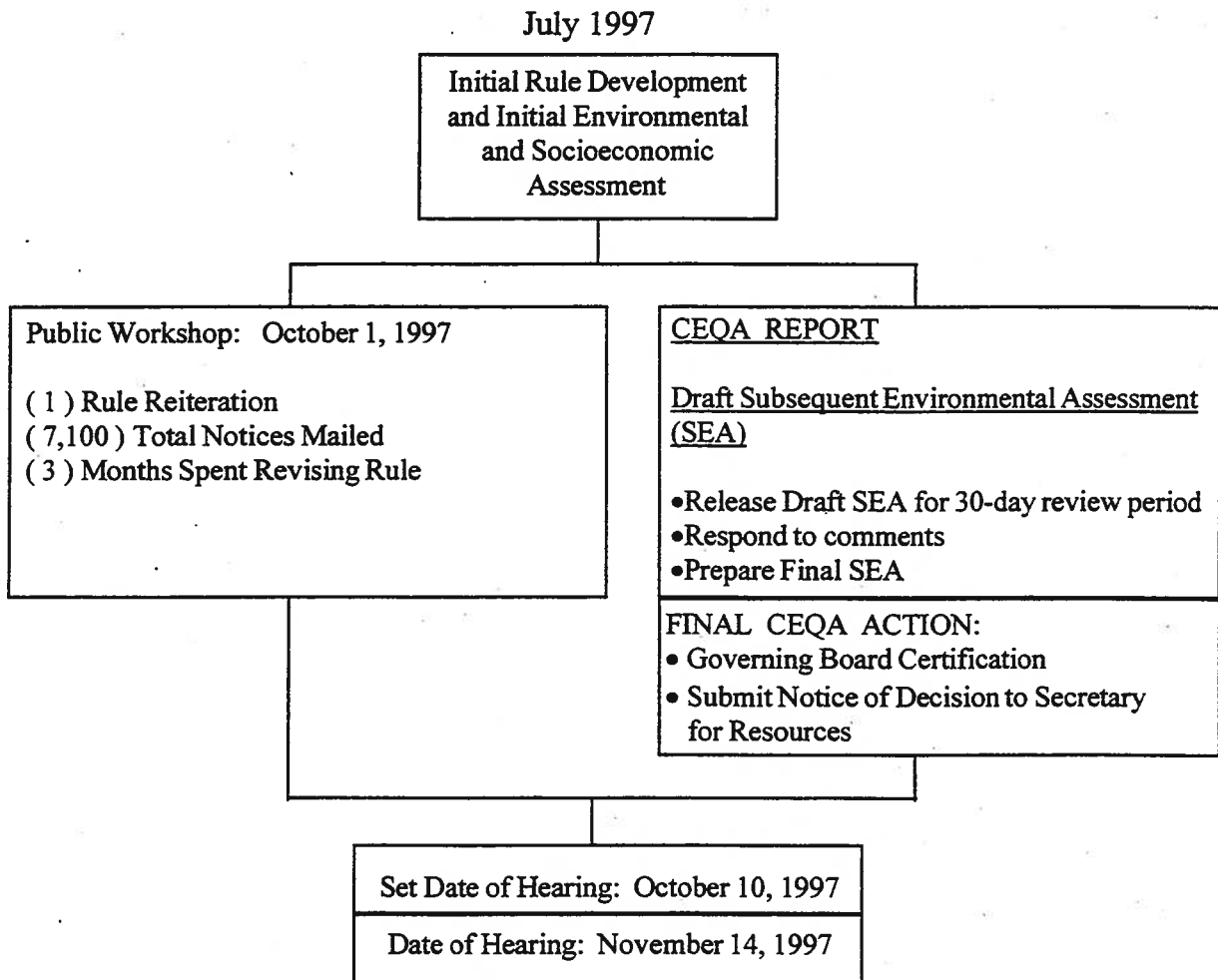
Attachments

- A. Rule Development Process
- B. Resolution
- C. Rule Language
- D. Staff Report
- E. Socioeconomic Assessment and CEQA Review

ATTACHMENT A

RULE DEVELOPMENT PROCESS

Proposed Rule 1613 Rule Development Process



ATTACHMENT B

GOVERNING BOARD RESOLUTION

RESOLUTION NO. 97- _____

A Resolution of the Governing Board of the South Coast Air Quality Management District certifying the Final Subsequent Environmental Assessment prepared for Proposed Rule 1613 - Credits for Truck Stop Electrification.

A Resolution of the Governing Board of the South Coast Air Quality Management District adopting Proposed Rule 1613 - Credits for Truck Stop Electrification.

WHEREAS, the Governing Board of the South Coast Air Quality Management District finds and determines that Proposed Rule 1613 - Credits for Truck Stop Electrification, is considered a "project" pursuant to the terms of the California Environmental Quality Act (CEQA); and

WHEREAS, the South Coast Air Quality Management District has had its regulatory program certified pursuant to Public Resources Code, Section 21080.5 and has conducted CEQA review pursuant to such program (Rule 110); and

WHEREAS, the South Coast Air Quality Management District has prepared and circulated a Draft Subsequent Environmental Assessment (SEA) pursuant to CEQA Guidelines Section 15162, setting forth the potential environmental consequences of adopting Proposed Rule 1613; and

WHEREAS, no significant adverse environmental impacts have been identified for the proposed project; and

WHEREAS, no comments were received on the Draft SEA requiring responses by the South Coast Air Quality Management District; and

WHEREAS, the Draft SEA has been revised such that it is now a Final SEA; and

WHEREAS, the Governing Board of the South Coast Air Quality Management District obtains its authority to adopt, amend, or repeal rules and regulations from Sections 40000, 40001, 40440, 40441, 40463, 40702, and 40725 through 40728 of the California Health and Safety Code; and

WHEREAS, the Governing Board of the South Coast Air Quality Management District has determined that a need exists to provide an alternative means of compliance with other District regulations, to adopt Proposed Rule 1613 - Credits for Truck Stop Electrification, and

WHEREAS, the Governing Board of the South Coast Air Quality Management District has determined that Proposed Rule 1613 - Credits for Truck Stop Electrification, as proposed to be adopted, is written or displayed so that its meaning can be easily understood by the persons directly affected by it; and

WHEREAS, the Governing Board of the South Coast Air Quality Management District has determined that Proposed Rule 1613 - Credits for Truck Stop Electrification, as proposed to be adopted, is in harmony with, and not in conflict to, existing state or federal statutes, court decisions, or regulations; and

WHEREAS, the Governing Board of the South Coast Air Quality Management District has determined that Proposed Rule 1613 - Credits for Truck Stop Electrification, as proposed to be adopted, does not impose the same requirements as any existing state or federal regulation and the proposed rule is necessary and proper to execute the powers and duties granted to, and imposed upon, the District; and

WHEREAS, the Governing Board of the South Coast Air Quality Management District has determined that Proposed Rule 1613 - Credits for Truck Stop Electrification, as proposed to be adopted, references the following statutes which the District hereby implements, interprets or makes specific: Health and Safety Code Sections 40001 (rules to achieve ambient air quality standards), and 40440(a) (rules to carry out AQMP); and

WHEREAS, the Governing Board of the South Coast Air Quality Management District voting on this Resolution has reviewed and considered the staff's findings related to cost-effectiveness of Proposed Rule 1613 - Credits for Truck Stop Electrification, and has found the range of cost-effectiveness to be comparable with the cost-effectiveness of other District regulations; and

WHEREAS, Proposed Rule 1613 - Credits for Truck Stop Electrification implements Control Measure MON-10 - Emission Reduction Credits for Truck Stop Electrification found in 1997 Air Quality Management Plan (AQMP), which calls for greater flexibility for sources to comply with District regulations through the issuance of mobile source emission reduction credits for use of electricity to power truck cab electrification packages while the truck is parked at a truck stop; and

WHEREAS, the Governing Board of the South Coast Air Quality Management District has determined that Proposed Rule 1613 - Credits for Truck Stop Electrification, as proposed to be adopted, will be utilized only by operators who find this rule to be cost-effective for their specific application, compared to other District regulations; and

WHEREAS, a public hearing has been properly noticed in accordance with the provisions of Health and Safety Code Section 40725; and

WHEREAS, the Governing Board of the South Coast Air Quality Management District has held a public hearing in accordance with all provisions of law; and

WHEREAS, the South Coast Air Quality Management District Governing Board directed the Executive Officer to evaluate the feasibility of opening up and linking the District's Stationary and Mobile Source Credit markets and solicit public comments as part of the evaluation process; and

NOW, THEREFORE, BE IT RESOLVED, that the Governing Board of the South Coast Air Quality Management District does hereby certify the Final SEA for Proposed Rule 1613 - Credits for Truck Stop Electrification, completed in compliance with California Environmental Quality Act Provisions, and that the Final SEA has been presented to the District Governing Board, whose members reviewed, considered, and approved the information therein prior to acting on Proposed Rule 1613 - Credits for Truck Stop Electrification; and

BE IT FURTHER RESOLVED, that the implementation of Proposed Rule 1613 - Credits for Truck Stop Electrification will provide greater flexibility for sources to comply with other District regulations and promote the use of electricity to power truck cab and tour bus electrification packages while the truck or tour bus is parked at a truck stop or other parking facility; and

BE IT FURTHER RESOLVED, that the Governing Board directs staff to form a working group between interested truck stop operators and truck fleets, as well as other interested parties to disseminate information regarding the economic and environmental benefits of truck stop electrification, in order to facilitate its widespread use; and

BE IT FURTHER RESOLVED, that the Governing Board directs staff to initiate public outreach for businesses that may consider participation in a Rule 1613 truck stop electrification program; and

BE IT FURTHER RESOLVED, that AQMD staff is hereby directed to continue to work with the U.S. Environmental Protection Agency and the Air Resources Board staff to resolve any future issues specific to Proposed Rule 1613, such as approval of emissions quantification protocols based on future guidance from EPA on these issues; and

BE IT FURTHER RESOLVED, that the Acting Executive Officer and the General Counsel hereby are directed to use all remedies available to ensure timely approval of Proposed Rule 1613 and related submittals by the California Air Resources Board and the U.S. Environmental Protection Agency staff; and

BE IT FURTHER RESOLVED, that the Governing Board of the South Coast Air Quality Management District does hereby adopt, pursuant to the authority granted by law, Proposed Rule 1613 - Credits for Truck Stop Electrification, as set forth in the attached and incorporated herein by reference.

Dated: _____

Clerk of the District Board

ATTACHMENT C
RULE LANGUAGE

Strikeout and Underlining Reflect Changes
Since the Set Public Hearing on October 10, 1997

(date of adoption)

PROPOSED RULE 1613.

CREDITS FOR TRUCK STOP
ELECTRIFICATION

(a) Purpose

The purpose of this rule is to provide opportunities to generate volatile organic compound (VOC), nitrogen oxide (NO_x), and carbon monoxide (CO) ~~and particulate matter (PM)~~ mobile source emission reduction credits (MSERCs) that could be used as an alternative means of compliance with District regulations. These credits would be generated based on voluntary emission reductions beyond those required by local, state, and federal regulations, by utilizing electricity to power truck cab electrification packages while the truck is parked at a truck stop and tour bus electrification packages while the bus is parked at a participating location. MSERCs generated may only be applied towards compliance with District regulations that allow the use of credits.

(b) Applicability

This rule becomes effective [date of adoption] and applies to truck stop operators that are located within the District.

(c) Definitions

For purposes of this rule, the following definitions shall apply:

- (1) HEAVY-DUTY VEHICLE means any vehicle with gross vehicle weight rating over 14,000 pounds.
- (2) MOBILE SOURCE EMISSION REDUCTION CREDIT (MSERC) means credit for real, quantified emission reductions, approved by the Executive Officer, as authorized by this rule, and surplus to emission reductions required by ARB, District, and U.S. EPA regulations and the most recent District or U.S. EPA approved Air Quality Management Plan, whichever is more stringent.
- (3) NITROGEN OXIDES (NO_x) means the sum of nitric oxides and nitrogen dioxides emitted, calculated as nitrogen dioxide.
- (4) TRUCK ELECTRIFICATION PACKAGE means any add-on hardware kit applicable to heavy-duty trucks and tour buses which consists of but not

limited to: electric engine block heater; electric fuel heater; electric device for cab heating/cooling and electric outlet for on-board appliances.

- (5) TRUCK STOP OPERATOR means any entity who owns or operates a facility that provides overnight parking spaces and ~~diesel fuel~~ for heavy-duty trucks or tour buses.
- (6) VOLATILE ORGANIC COMPOUND (VOC) means any volatile compound of carbon, excluding: methane, carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, ammonium carbonate, and exempt compounds as defined in District Rule 102.

(d) Truck Stop Operator Requirements

- (1) In order to generate MSERCs, a truck stop operator shall submit a Truck Stop Electrification (TSE) Application. The Application shall contain specific information including, but not limited to:
- (A) a description of the electrical power distribution system at the truck stop that is intended to provide the electricity to each parked heavy-duty vehicle truck, including a description and location of tamperproof instrumentation that indicates total accumulated electricity consumption in kWh, and the amount of time electric power is provided through each separate electric outlet.
- (B) identification of the legal owner of the MSERCs to be issued by the Executive Officer, and
- (C) for monitoring purposes, provide access to District staff to record electricity consumption and amount of time electric power is provided to truck electrification packages.
- (2) The Executive Officer shall approve or disapprove the TSE Application in writing.
- (3) For the purposes of assessing fees, the TSE Application shall be deemed a plan, and the fees shall be assessed in accordance with the provisions of Rule 309.
- (4) The truck stop operator shall annually submit to the Executive Officer total annual power consumption and total time electric power is supplied through each electric outlet beginning with the first year anniversary subsequent to TSE Application approval.

(e) Issuance of MSERCs

- (1) MSERCs shall be issued annually after approval of the Truck Stop Electrification Application and data pursuant to paragraph (d)(4) by the Executive Officer.
- (2) MSERCs shall expire two years after the date of issuance.

(f) MSERC Calculation

- (1) The amount of VOC, NOx, and CO MSERCs generated shall be calculated by the Executive Officer for each year according to the following formula:

$$\text{MSERC} = (I_{\text{rate}} \times \text{HRS}) / (454 \times \text{TAF})$$

Where:

MSERC = Mobile Source Emission Reduction Credit (total pounds per year)

I_{rate} = Idling emission rates (grams per hour)

HRS = Annual hours of electric power supplied through electric outlets

TAF = Technical Uncertainty Adjustment Factor, for the purpose of generating credits

- (2) Idling Emission Rates for VOC, NOx and CO (grams/hour):

<u>VOC</u>	<u>NOx</u>	<u>CO</u>
15	114	27

- (3) These idling emission rates may be updated and published upon concurrence by ARB and District staffs, based on new tests conducted by ARB. The Executive Officer shall submit any District Governing Board approved revisions to the emission rates provided in this subdivision to U.S. EPA for inclusion in the State Implementation Plan.

Proposed Rule 1613 (Cont.)

(date of adoption)

(g) Use of MSERCs

- (1) A Technical Uncertainty Adjustment Factor (TAF) equal to 1.2 shall be applied, except that a TAF equal to 1.0 shall be applied for MSERCs used to comply with Regulation XIII and Regulation XXII.
- (2) MSERCs shall only be consumed in the air basin where the truck stop operator is based.

(h) Recordkeeping Requirements

- (1) Truck stop operators shall be responsible for storing and maintaining data records for electricity supplied to truck electrification packages. On a monthly basis, the data records shall contain the amount of electricity that was consumed by the electric outlet and total monthly electricity consumption in kilowatt-hours and the amount of time electric power is supplied to each electric outlet. In addition, the data records shall include the name, address, telephone number of the truck or tour bus operator(s) utilizing the electrification system.
- (2) Truck stop operators shall maintain a copy of the data described in paragraph (h)(1) for three years from date of MSERC issuance.

(i) Compliance Auditing and Enforcement

- (1) The Executive Officer shall be afforded access at the truck stop operators' facility to audit instrumentation to document electric power consumption and the amount of time power was supplied to trucks and any files or records created to comply with recordkeeping requirements specified in subdivision (h). In addition, truck stop operators shall submit such records to the Executive Officer upon request.
- (2) The Executive Officer shall be afforded access to inspect truck stop operators' facilities.
- (3) Violation of any provision of this rule, including falsification of information in the TSE Application or annual operating data, shall be grounds for the Executive Officer to disallow or void any MSERCs resulting from or associated with the violation, by disapproving or seeking revocation of the

Proposed Rule 1613 (Cont.)

(date of adoption)

TSE Application, and shall be subject to the penalties specified in the Health and Safety Code for violation of District rules.

(j) Appeal of Disapproval of MSERC Issuance

An applicant may, within 30 days of receipt of notice of disapproval, request the Hearing Board to hold a hearing on whether the application was properly refused.

ATTACHMENT D

STAFF REPORT

Strikeout and Underlining Reflect Changes
Since the Set Public Hearing on October 10, 1997

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SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

**Final Staff Report
Proposed Rule 1613 - Credits for Truck Stop Electrification**

October 1997

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SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

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INTRODUCTION

In a continuing effort to provide stationary source operators additional flexibility in meeting air quality regulations, the South Coast Air Quality Management District (AQMD) is continuing to develop additional Mobile Source Emission Reduction Credit (MSERC) programs as an alternative method of compliance with AQMD regulations. Proposed Rule 1613 - Credits for Truck Stop Electrification, is the sixth MSERC program to be considered for adoption. Under the proposed rule, the AQMD will issue volatile organic compound (VOC), nitrogen oxide (NOx) and carbon monoxide (CO) MSERCs to entities such as truck stop operators for voluntarily reducing emissions from heavy-duty trucks by providing electrical access to power truck cab heating/cooling systems and other onboard systems while trucks are parked at a truck stop.

In order to qualify for credits, the emission reductions generated must meet the following criteria:

1. The reductions must not be required by law or regulation, or otherwise assumed to occur as part of the AQMD's Air Quality Management Plan.
2. The reductions must be real, and quantified to an acceptable degree of certainty.
3. The life of the reductions must be reasonably established, and commensurate with the proposed use of credit.

BACKGROUND

Truck stops are typically open lots that provide overnight parking spaces and diesel fuel for heavy-duty trucks. Some of the truck stops provide a diverse array of facilities and services to professional drivers and trucks such as restaurants, automated teller machines, private showers, and repair services for trucks. It is common practice for truckers to leave their engines idling while at truck stops to provide power, heat or air conditioning, and -- in winter months -- to keep diesel engines and fuel warm.

For the most part, these sources (truck stops) are virtually uncontrolled and have only recently been the subject for research by electric utilities with the cooperation of the U.S. Department of Energy to use electric technology to eliminate parked truck idling. The truck stop electrification concept is based on providing electricity through an electrical plug inserted into trucks equipped with "electrification packages." With the truck engine turned off and plugged in while parked at the truck stop, electricity would provide the necessary power for onboard heating, cooling, lighting and appliances, substituting for power provided by the idling truck engine. These electrification packages would consist of the following:

- Electric automatic idle control
- Electric engine block heater
- Electric fuel heater
- Electric device for cab air conditioning or heating
- 120V electric outlet for onboard appliances and monitoring equipment
- Relay to bypass the battery

The truck stop would have ground electric outlets (or plates, in case of induction) installed throughout the parking lots to accommodate the truck electrification packages. The site electrical power distribution system would be planned to provide the necessary power supply to each truck at the parking lot with the required auxiliary devices for power feed, security measures, and method of payment for the consumed power.

Installation costs for the truck electrification packages and the infrastructure would be approximately \$1,500 to \$2,000 per truck and \$2,500 to \$3,300 per truck parking space according to Edison Electric Institute. Conceptually, the truck electrification package will consist of "off-the-shelf" components as listed above that would be installed in new or existing trucks. The electric service infrastructure, installed in truck stop parking spaces, could be run overhead or underground, allowing trucks to plug-in. On an annual basis, the average truck nationally accumulates about 2,500 hours of engine idle time while parked, which would require about 6,000 kWh of electricity, if the electric access is used instead of engine idling. Preliminary economic analysis by Edison Electric Institute show that truck stop electrification will cost a trucker approximately 85 cents per hour in comparison to the current cost of approximately \$3.30 per hour to idle. On a per truck basis, savings could be as high as \$5,000 per year by reducing engine overhauls, oil changes and fuel consumption by annual savings beginning after a 7 month payback period. The Edison Electric Institute

also estimates that by charging truckers an hourly parking space rental fee, truck stop operators may also increase profits with a payback period of about 18 months on their electrification equipment.

The electric utility industry through the Edison Electric Institute and the Electric Power Research Institute have proposed to form a consortium of stakeholders to bring the truck stop electrification concept to market. The proposed consortium's function with the alliance of U.S. Department of Energy will be to coordinate the market introduction of the truck stop electrification technology through different projects. In particular, the consortium would design and field test prototype electrification packages and infrastructure, and conduct a nationwide marketing and communications in an effort to bring this concept to a self-sustaining position in the marketplace. Overall the proposed consortium will serve as a vehicle for addressing technical and economic concerns of the truck stop electrification program.

In an effort to further facilitate the widespread use of the truck stop electrification concept, Proposed Rule 1613 will also issue credits for electrification package utilization on tour buses. This additional credit generation opportunity is being provided in recognition that significant potential exists for reduced tour bus engine idling emissions at special event centers and other locations.

Regulatory History

The Federal Clean Air Act Amendments of 1990 encourage the use of market-based principles and other innovative approaches to facilitate attainment and maintenance of the National Ambient Air Quality Standards (NAAQS). In particular, for areas which face relatively high stationary source control costs relative to mobile source control costs, there may be significant benefits to creating market-based programs which specifically allow for the trading of emission reduction credits from on and off-road mobile sources to stationary sources. Accordingly, the U.S. EPA has published interim guidelines on the generation of MSERCs. Similarly, ARB has published a guidance document to assist local air districts in designing on-road vehicle MSERC programs (CARB, 1994). Under these guidelines, in order to qualify for credits, emission reductions must be real and quantifiable to an acceptable degree of certainty. In addition, the actions that produce the credits must be enforceable and legally binding, and the life of the reductions must be reasonably established and

commensurate with the proposed use of the credits. The guidance document provides example MSERC credit programs and possible uses of credits.

AQMD Rule 1610, Old Vehicle Scrapping, was adopted in January 1993 and was the first comprehensive MSERC program implemented by the AQMD. This rule established a mechanism for the generation of VOC, NOx, CO and PM MSERCs when pre-1982 model year passenger cars and light-duty trucks are scrapped. Rule 1612, Credits for Clean On-Road Vehicles and Rule 1620, Credits for Clean Off-Road Mobile Equipment were adopted in September 1995 to establish mechanisms for the generation of VOC, NOx, CO, PM, and SOx MSERCs for voluntarily purchasing and operating new low- or zero- emission on-road vehicles and off-road equipment. Rule 1623, Credits for Clean Lawn and Garden Equipment, was adopted in May 1996 to promote the purchase of low-polluting equipment and the early retirement of older, high-polluting equipment. Finally, Rule 1605, Credits for the Voluntary Repair of On-road Motor Vehicles Identified Through Remote Sensing Devices, was adopted in October 1996 to reduce the emissions of high-emitting vehicles through the repair of emissions-related components. MSERCs generated by these programs can be used as follows: to comply with Rule 2202, On-Road Motor Vehicle Mitigation Options; as an alternative method of compliance with Regulation XI rules; as RECLAIM Trading Credits (RTC); as New Source Review (NSR) offsets for emission increases at new or modified facilities; or for the voluntary retirement of MSERCs for air quality benefits.

Proposed Rule 1613 is the sixth in a series of credit rules whereby the AQMD is offering alternative means to comply with regulations that allow the use of credits. The AQMD has incorporated this concept in its 1997 Air Quality Management Plan as mobile source control measure CM #97MON-10, Emissions Reduction Credit for Truck Stop Electrification.

SUMMARY OF RULE REQUIREMENTS

The proposed rule provides a mechanism for the generation of VOC, NOx, and CO MSERCs to entities such as truck stop operators who voluntarily provide electricity to power truck cab electrification packages while the truck or tour bus is parked at a truck stop. ~~Proposed Rule 1613 establishes requirements for submission.~~ Proposed Rule 1613 establishes requirements

for submission of applications, issuance of credits, MSERC calculation, use of credits, recordkeeping, enforcement, and an appeal process.

Truck Stop Electrification Application

The purpose of the Rule 1613 Truck Stop Electrification (TSE) Application is to provide necessary information about a proposed truck stop electrification program for staff evaluation to verify compliance with the rule requirements. The Rule 1613 TSE Application will contain the following information:

- A description of the electrical power distribution system at the truck stop that is intended to provide the electricity to each parked truck, including a description and location of tamperproof instrumentation that indicates total accumulated electricity consumption in kilowatt-hours, and the amount of time electric power is provided through each separate outlet.
- The information should identify the legal authorized owner of the MSERCs to be issued by the AQMD.
- For monitoring purposes, the truck stop operator will provide AQMD staff access to audit electricity consumption and the amount of time electric power is provided to truck stop electrification packages.
- Furthermore, the truck stop operator shall annually submit to the AQMD total annual power consumption and total time electric power supplied through each electric outlet beginning with the first year anniversary subsequent to TSE Application approval by the AQMD.

Issuance of MSERCs

Issuance of MSERCs is contingent upon the approval of the TSE Application and upon submittal and verification of data which includes total amounts for time electric power is provided through each electric outlet to truck electrification packages and for electric power consumption. MSERCs will be issued on a yearly basis beginning with the first year anniversary of TSE Application approval.

In order to increase flexibility under the proposed rule, MSERCs issued shall be valid for use up to two years from their issue date. This two year credit life may be extended based on future AQMD rulemaking.

MSERC Calculation Methodology

The amount of credits will be calculated based on the product of the idling emission rates of heavy-duty engines and the number of annual hours of electric power supplied through electric outlets, which is equivalent to avoided engine idling time. These idling emission rates are calculated were supplied by ARB to the AQMD, based on heavy-duty engine testing by the ARB Los Angeles County Metropolitan Transportation Authority using three heavy-duty trucks.

The following are the idling emission rates for VOC, NOx and CO in grams per hour:

VOC	NOx	CO
15	114	27

ARB may update and publish new idling emission rates based on new tests it may conduct in the future. MSERCs for VOC, NOx and CO emission reductions are calculated based on the following formula:

$$\text{MSERC} = (I_{\text{rate}} \times \text{HRS}) / (454 \times \text{TAF})$$

where:

MSERC	=	Mobile source emission reduction credit (total pounds per year)
I_{rate}	=	Idling emission rates (grams/hour)
HRS	=	Annual hours of electric power supplied through electric outlets
TAF	=	Technical Uncertainty Adjustment Factor, for the purpose of generating credits

The factor 454 is used in the above equation to convert grams into pounds.

It should be noted that the above MSERC calculation methodology does not include the impact of power plant emissions associated with electricity consumption by the truck stop electrification packages. This is because power plant emissions, based on staff analysis, only represent 0.05 to 0.5 percent of avoided idling emissions, and are therefore deemed negligible. In addition, the majority of power plant emissions are subject to the AQMD

NOx RECLAIM program which requires that total facility emissions be capped with an annual declining balance.

Uses of MSERCs

The proposed rule allows MSERCs to be used as an alternative method of compliance with any AQMD regulation which allows the use of credits.

The calculation of MSERCs is adjusted by a Technical Uncertainty Adjustment Factor (TAF) of 1.2 which accounts for the uncertainties associated with trading emission reduction credits from mobile to stationary sources. For credits generated to comply with Regulation XXII, a TAF of 1.0 will apply since the same level of uncertainty would exist for using mobile source credits to comply with other mobile source reduction requirements. Also, for credits generated to comply with NSR offsets under Regulation XIII, a TAF of 1.0 will be used because these credits are already discounted by a factor of 1.2.

In order to prevent inter-basin trading of credits, MSERCs must be used only within the air basin where the MSERCs were originally generated.

Recordkeeping and Compliance

Compliance measures are necessary to ensure that the program results in real emission reductions throughout the credit life. Therefore, truck stop operators generating MSERCs would be responsible for storing and maintaining data records for electricity supplied to truck electrification packages. The data records shall contain: (1) the amount and duration of time period that electricity consumed per electric outlet on a monthly basis; (2) total monthly electricity consumption in kilowatt-hours; and (3) the name, address, telephone number of the truck operator(s) utilizing the electrification system. Furthermore, truck stop operators shall maintain a copy of the above data for the three years.

For purposes of ensuring compliance with the proposed rule, the AQMD may audit relevant records and files. In addition, the AQMD may disallow and/or void MSERCs, or impose penalties depending on the type of non-compliance. For instance, falsification of information in the TSE Application or annual operating data will result in penalties as well as non-issuance and voidance of credits.

Appeal of Disapproval of MSERC Issuance

In order to provide an applicant a mechanism to appeal the AQMD's decision to disapprove the Rule 1613 TSE Application, the applicant may, within 30 days of receipt of a notice of disapproval, request the Hearing Board to hold a hearing on whether the application was properly disapproved.

POTENTIAL EMISSIONS IMPACTS

The overall emissions reduction potential from this rule would be proportional to the number of truck stop operators providing electricity to power truck cab electrification packages and the number of heavy-duty trucks utilizing electricity versus engine idling at truck stops. The exact number is unknown at this time due to the voluntary nature of the program. However, as with most credit programs, emission reductions cannot be attributed to these programs because the credits generated as a result of an emission reduction strategy are offset by the eventual use (except in case of voluntary retirement) of the credits for compliance purposes. ~~There is a potential of noise, liquid and solid waste reduction by implementation of this program.~~

COST-EFFECTIVENESS

Please refer to socioeconomic analysis in Attachment E.

PUBLIC COMMENTS

A public workshop was conducted on October 1, 1997. Comments at the public workshop regarding technical clarifications were addressed. Written comments were received from Southern California Edison (SCE) and the California Air Resources Board (ARB).

Comment SCE-1 The definition of truck stop operator should be changed to the following: TRUCK STOP OPERATOR means any entity

PROPOSED RULE 1613

- who owns or operates a facility that provides parking spaces for heavy-duty trucks and tour buses.
- Response SCE-1 The staff agrees with SCE's comment, and the rule language has been changed to be consistent with this proposed modification.
- Comment ARB-1 Paragraph (f)(2) provides the truck idling emission rates for VOC, NOx, and CO. While the ARB staff does not have any comments on the credit calculation methodology provided in paragraph (f)(1), the staff does not believe that there are sufficient test data to use the emission rates in paragraph (f)(2) as the basis for the credit calculation. The staff report states that the emission rates are calculated based on heavy-duty engine testing by the ARB. These emission rates are actually based on testing conducted by the Los Angeles County Metropolitan Transit Authority and appear to have been generated from testing of only three heavy-duty trucks. The staff therefore recommends that the District obtain more sufficient test data before allowing credits to be generated under this rule.
- Response ARB-1 The staff report has been modified to state that idling emission rates were supplied to the AQMD from ARB, based on emission testing of heavy-duty vehicles at the Los Angeles County Metropolitan Transit Authority. District staff in consultation with ARB staff has requested ARB to develop revised idling emission rates when improved data becomes available, as permitted by PR1613.
- Comment ARB-2 Is it the District's intent to bank the credits generated under this proposed rule? If so, the proposed rule should include a reference to the appropriate District banking rule.
- Response ARB-2 The District's intent, at this time, is to allow MSERCs to be available for consumption up to two years subsequent to date of issuance, as indicated in paragraph (e)(2).
- Comment ARB-3 The reference to PM credits in Subdivision (a) should be removed, since the proposed rule does not provide for generation of such credits.
- Response ARB-3 Proposed Rule 1613 has been modified to incorporate this comment.

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- Comment ARB-4 ARB suggests that power plant emissions be taken into account in the calculation of credits, or if considered to be negligible, be addressed in the staff report.
- Response ARB 4 The staff report has been modified to address this comment.
- Comment ARB-5 Subparagraph (g)(1)(A) refers to Rule 2008, which specifies that RTCs may only be generated from vehicles registered in the basin. This would not apply to the proposed rule. ARB suggests that one or the other rule be modified appropriately.
- Response ARB-5 This provision of Proposed Rule 1613 has been removed, such that PR1613 does not by itself authorize the use of any MSERCs. However, Rule 2008 authorizes the use of Rule 1613 MSERCs, and the vehicle registration provision referenced by the commentor does not apply since the truck stop operator is the entity generating the MSERCs, which must be consumed in the air basin where they are generated.
- Comment ARB-6 Should paragraph (g)(3) which addresses risk reduction requirements apply to all uses of MSERCs listed in paragraph (g)(1) rather than just the use specified in (g)(1)(E), which allows MSERCs to be used as an alternative method of compliance with other District rules?
- Response ARB-6 This provision of Proposed Rule 1613 has been removed, such that PR1613 does not by itself authorize the use of any MSERCs.
- Comment ARB-7 Paragraph (g)(6) refers to subparagraph (g)(1)(B), an employee commute rule, when it appears that it should refer to subparagraph (g)(1)(E) instead.
- Response ARB-7 This provision of Proposed Rule 1613 has been removed.
- Comment ARB-8 Page seven of staff report indicates that the District intends for records to include the amount of time electric power is provided through each outlet, but this does not appear to be reflected in subdivision (h) of this rule. Subdivision (h) should specify that the hours of use at each outlet should be included in the records.
- Response ARB-8 The rule language and staff report have been modified to state that recordkeeping requirements include monthly total power

consumption and the amount of time electricity is provided through each outlet.

SUMMARY AND DRAFT FINDINGS

Summary

Proposed Rule 1613 is part of the AQMD's strategy to attain federal and state ambient air quality standards. Long-term air quality benefits are expected by attaining and maintaining the ambient air quality standards for ozone. Improved air quality will ultimately reduce negative public health impacts from this criteria pollutant.

Proposed Rule 1613 is technologically feasible, while reducing VOC, NOx and CO, and the rule addresses concerns raised by the public, whenever possible. Therefore, staff recommends the adoption of Proposed Rule 1613.

These findings are being made in compliance with state law requirements.

Draft Findings Required by the California Health and Safety Code

Health and Safety Code Section 40727 requires the AQMD to adopt written findings of necessity, authority, clarity, consistency, non-duplication and reference.

Necessity - As set forth in the adopted Air Quality Management Plan (AQMP), the emission reductions associated with Proposed Rule 1613 are needed for the following reason:

- a) State and federal health-based ambient air quality standards for ozone are regularly and significantly violated in the South Coast Air Basin. The extensive reduction of VOC and NOx emissions (precursors to ozone formation) CO, and PM, including the reductions from Proposed Rule 1613 is needed to meet federal and state air quality standards.
- b) By exceeding state and federal air quality standards, the health of people within the South Coast Air Basin is impaired.

- c) By exceeding state and federal air quality standards, the quality of life is reduced in the South Coast Air Basin in numerous respects.
- d) The "California Clean Air Act" (H&SC Section 40910 et seq.) requires that the AQMD make every effort to attain federal and state ambient air quality standards as soon as practicable. Proposed Rule 1613 makes progress toward that goal.
- e) Proposed Rule 1613 is intended to provide an alternative means of compliance with AQMD regulations.

Authority - The District Board obtains its authority to adopt, amend, or repeal rules and regulations from Health & Safety Code Sections 40000, 40001, 40440, 40441, 40463, 40702, 40725 through 40728, and 40910 through 40920.

Clarity - The District Board determines that Proposed Rule 1613 is written or displayed so that its meaning can be easily understood by persons directly affected by it.

Consistency - The District Board determines that Proposed Rule 1613 is in harmony with, and not in conflict with or contradictory to, existing federal or state statutes, court decisions, or regulations.

Non-Duplication - Proposed rule 1613 does not impose the same requirements as any existing state or federal regulation and are necessary and proper to execute the powers and duties granted to, and imposed upon, the District.

Reference - In adopting this proposed rule, the Board references the following statutes which the District hereby implements, interprets or makes specific: H&S Code Sections 40001 (rules to achieve ambient air quality standards), 40440(a) (rules to carry out AQMP).

REFERENCES

California Air Resources Board (CARB). Idle Emissions chart. 1993.

Edison Electric Institute, Truck Stop Electrification, Preliminary Concept Outline report. April 4, 1995.

Edison Electric Institute, Truck Stop Electrification, Conceptual Design Report, presented by Enviro-Management and Research, Inc. May 12, 1995.

National Association of Travel Plazas and TruckStops.

National Truck Stop Directory. 1996.

South Coast Air Quality Management District (SCAQMD). Appendix IV-A, Final 1997 AQMP. November 1996.

TruckStops of America, Travel Stop Electrification, Turning Idle Time into Profit, 1995

ATTACHMENT E
SOCIOECONOMIC ASSESSMENT AND CEQA REVIEW

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

**FINAL
SOCIOECONOMIC ASSESSMENT**

PROPOSED RULE 1613

CREDITS FOR TRUCK STOP ELECTRIFICATION

OCTOBER 1997

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Socioeconomic Assessment of Proposed Rule 1613

Proposed Rule 1613 -- Credits for Truck Stop Electrification -- will authorize the AQMD to issue NO_x, VOC, and CO Mobile Source Emission Reduction Credits (MSERCs) to entities such as truck stop operators who voluntarily reduce emissions from heavy-duty trucks by providing electrical access to truck cabs while the truck is parked at a truck stop. The emission reductions are generated by eliminating diesel truck engine idle time while the truck is parked. MSERCs provide an alternative method of complying with various provisions of AQMD Regulations XIII, XXII, and any other rules that allow for the use of credits.

Because the proposed rule is an alternative to complying with existing rules, it would not have an effect on air quality or emissions. The state law requirements for preparing a socioeconomic impact assessment are not applicable (Health and Safety Code Sections 40728.5, 40440.8). The AQMD has, nevertheless, prepared a qualitative assessment of possible socioeconomic impacts of the proposed rule.

AFFECTED FACILITIES

Under the proposed rule, virtually any entity could generate MSERCs. Truck stop owners/operators are expected to be the most likely entities to generate MSERCs under the proposed rule. Any facilities subject to provisions of any AQMD rule which allows for the use of credits, would be eligible to use MSERCs generated under Proposed Rule 1613. Currently, Regulation XX, Rule 2202, and Rule 2501 authorize the use of MSERCs. The facilities affected by Proposed Rule 1613 could belong to nearly every sector of the economy.

COST OF CONTROL

The cost and savings estimates for Proposed Rule 1613 are based on data presented in two studies conducted by the Edison Electric Institute (EEI) (1995a, 1995b). The four largest truck stops within the District were selected as the most likely sites for truck stop electrification. These truck stops have a combined total of 1,770 parking spaces for trucks. They are located in Ontario, Fontana, and Coachella. For purposes of analysis, it was assumed that the 53-space electrification project specified in the second EEI (1995b) study would be constructed at each of the four truck stops. The capital cost of the EEI project is estimated at \$179,696 per truck stop, or \$718,889 (in second quarter 1997 dollars, which are used throughout this report) for the four truck stops considered. The capital cost includes such items as electrical wiring, plugs, and switches. The flow of electric power to a truck which connects to the system would be proportional to the usage of various devices, such as an air conditioner, radio, etc. by the truck driver. Truck owners would need to install approximately \$2,052 of electrical equipment in the truck engine compartment to enable electric power to be supplied safely to the truck cab. By utilizing electric power instead of idling their diesel engines, truck owners would save an estimated \$3.35 per hour in diesel fuel and engine maintenance. Truck stop operators would likely charge a small fee for the electricity used.

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COST-EFFECTIVENESS

To calculate the cost-effectiveness of the proposed amendments, a ten-year period of analysis is used, equal to the life of the truck stop electrification installation, and the truck engine retrofit. The cost-effectiveness is calculated by dividing the present value of the total ten-year cost by the ten years of emission reductions of NOx VOC, and one-seventh of CO.

Two cost-effectiveness values are calculated, to represent a range of utilization for the four truck stops to be electrified. Both estimates incorporate the full cost of constructing the 53-space electrification project at the four truck stops. The first cost-effectiveness estimate assumes that 200 trucks will be retrofitted, at a cost of \$2,052 each, and that each truck would be connected to the electrical outlet an average of 200 hours per year. This cost-effectiveness is \$1,458 per ton of emissions reduced. The second cost-effectiveness estimate assumes that 750 trucks will be retrofitted, and that each truck would be connected to the electrical outlet an average of 400 hours per year. This cost-effectiveness is a savings of \$12,677 per ton of emissions reduced. The more trucks that are retrofitted and the more hours they use electricity to displace diesel fuel, the greater the savings.

Table 1 compares the estimated cost-effectiveness of Proposed Rule 1613 to the cost-effectiveness of other AQMD rules, using 1990 dollars.

REGIONAL IMPACTS

Like other mobile source credit rules, Proposed Rule 1613 presents an optional compliance program for facilities which are subject to other applicable source-specific AQMD regulations. The proposed rule is, therefore, likely to reduce the economic impacts of the applicable rules if the cost-effectiveness of meeting any applicable provision is greater than that of generating or purchasing MSERCs. Facilities can also use MSERCs to gain additional time to comply with AQMD rules.

Proposed Rule 1613 is likely to have several secondary impacts. Generation of MSERCs under the proposed rule would decrease the demand for diesel fuel (SIC 29) and truck maintenance services (SIC 75), as truck idling is reduced. Proposed Rule 1613 would also increase the demand for electricity (SIC 49) and electrical equipment (SIC 36), electrical contractors (SIC 17), and truck repair services (SIC 75) (for the installation of electrical devices on trucks).

In summary, Proposed Rule 1613 is likely to lower the compliance cost for firms facing AQMD regulations.

RULE ADOPTION RELATIVE TO THE COST-EFFECTIVENESS SCHEDULE

On October 14, 1994, the Governing Board adopted a resolution that requires staff to address whether proposed rules being considered for adoption are being presented in rank order by cost-effectiveness in the AQMP. The 1997 AQMP ranks, in the order of cost-effectiveness, those control measures for which costs and emission reductions were quantified. Proposed Rule 1613 implements part of 1997 AQMP control measure MON-10. No cost-effectiveness value was developed for this control measures in the 1997 AQMP. Consequently, the cost-effectiveness ranking does not apply here.

Table 1
Comparison of Cost-Effectiveness of
AQMD Rules

Rule	Pollutant	Cost-Effectiveness (1990 \$/ton)
1109	NOx	\$7,400
1110.2	NOx	\$3,960
1134	NOx	\$5,830
1135	NOx	\$4,000
1153	VOC	\$1,700 - \$2,200
2202	VOC+NOx+ 1/7 CO	\$1600 - \$31,500
1610	VOC+NOx	\$4,375
1610	VOC	\$5,560
1620	NOx VOC+NOx	\$2,000 - \$2,900 Savings
1612	NOx	\$1,180 - \$14,600
1623	VOC+NOx+ 1/7 CO	\$800 - \$10,628
1605	VOC+NOx+ 1/7 CO	\$3,513
Proposed Rule 1613	VOC+NOx+ 1/7 CO	-\$10,990 - \$1,264

INCREMENTAL COST-EFFECTIVENESS

Health and Safety Code Section 40920.6 requires an incremental cost-effectiveness analysis when there is more than one control option which achieves the emission reduction goal of the proposed rule or amendment. An incremental cost-effectiveness analysis was not performed because Proposed Rule 1613 implements a voluntary program which is an alternative to existing regulations.

REFERENCES

AQMD, "Preliminary Draft Staff Report -- Proposed Rule 1613 - Credits for Truck Stop Electrification, August 1997.

Edison Electric Institute, "Truck Stop Electrification, Preliminary Concept Outline," April 4, 1995a.

Edison Electric Institute, "Truck Stop Electrification, Conceptual Design Report," May 12, 1995b.

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SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

Final Subsequent Environmental Assessment for:

Proposed Rule 1613 - Credits for Truck Stop Electrification

October 16, 1997

SCAQMD No. 970915MK

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PREFACE

This document constitutes the Final Subsequent Environmental Assessment (SEA) for the amendments to Rule 1613 - Credits for Truck Stop Electrification. The Draft SEA was released for a 30-day public review and comment period from September 15, 1997 to October 15, 1997. No comments were received from the public. Minor modifications have been made to the Draft such that it is now a Final SEA. Deletions and additions to the text of the SEA are denoted using ~~strikethrough~~ and *italics*, respectively.

CHAPTER 1

PROJECT DESCRIPTION

Introduction

Legislative Authority

Project Location

Background

Project Description

Equipment Description

INTRODUCTION

Pursuant to the California Environmental Quality Act (CEQA) (California Public Resources Code Section 21000 *et seq.*), this document includes an analysis of the potential environmental impacts of proposed Rule 1613 - Credits for Truck Stop Electrification. Results of the analysis indicate that the proposed rule is not expected to generate significant adverse impacts to any environmental areas.

This Final Subsequent Environmental Assessment (SEA) with no significant impacts has been prepared pursuant to state CEQA Guidelines and the South Coast Air Quality Management District's (SCAQMD) Certified Regulatory Program, Rule 110. This document is a subsequent CEQA document to the Final Environmental Impact Report (EIR) for the 1997 Air Quality Management Plan (SCH # 96011062). This Final SEA with no significant impacts was prepared in accordance with CEQA Guidelines Section 15252, and includes a description of the proposed activity, a determination that the project would not have any significant or potentially significant effect on the environment and an explanation of each environmental topic analyzed.

LEGISLATIVE AUTHORITY

Proposed Rule 1613 - Credits for Truck Stop Electrification, is a "project" as defined by CEQA. The SCAQMD is the lead agency for the project and has prepared appropriate environmental analysis pursuant to its certified regulatory program (California Public Resources Code Section 21080.5). California Public Resources Code Section 21080.5 allows public agencies with regulatory programs to prepare a plan or other written document in lieu of an environmental impact report or negative declaration once the Secretary of the Resources Agency has certified the regulatory program. The SCAQMD's regulatory program, codified in Rule 110, was certified by the Secretary of the Resources Agency on March 1, 1989. Pursuant to Rule 110, the SCAQMD has prepared this Final SEA which identified no significant adverse environmental impacts for proposed Rule 1613. This Final EA is a subsequent CEQA document to the 1997 AQMP Final EIR. The 1997 AQMP EIR listed potentially significant adverse energy environmental impacts from MON-10. No other adverse environmental impacts resulting from implementing MON-10 were identified in the 1997 AQMP Final EIR.

CEQA requires that the potential environmental impacts of proposed projects be evaluated and that feasible methods to reduce or avoid adverse environmental impacts of these projects be identified. To fulfill the purpose and intent of CEQA, the SCAQMD has prepared this Final SEA with no significant adverse environmental

impacts, which includes an analysis of potential adverse environmental impacts associated with implementing proposed Rule 1613. Prior to making a decision on the proposed rule, the SCAQMD Governing Board must review and certify the Final SEA as providing adequate information on the potential adverse environmental impacts of the rule. Pursuant to state CEQA Guidelines Section 15252 (b)(2), no alternatives have been evaluated for the proposed project since there are no adverse impacts to avoid or minimize.

PROJECT LOCATION

The SCAQMD has jurisdiction over an area of approximately 12,000 square miles (referred to hereafter as the district), consisting of the four-county South Coast Air Basin (Basin) and the Riverside County portions of the Salton Sea Air Basin (SSAB) (formerly part of the SEDAB). The Basin, which is a subarea of the district, is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes all of Orange County and the nondesert portions of Los Angeles, Riverside, and San Bernardino counties. The Riverside County portion of the SSAB is bounded by the San Jacinto Mountains in the west and spans eastward up to the Palo Verde Valley. The federal nonattainment area (known as the Coachella-San Jacinto Planning Area) is a subregion of the Riverside county and SSAB that is bounded by the San Jacinto Mountains to the west and the eastern boundary of the Coachella Valley to the east (Figure 1).

The California Air Resources Board recently modified the geographical boundaries of several air districts, including the district in September 1996. A new district (currently called Antelope Valley Air Pollution Control District) was formed as of January 1, 1997 and became effective as of July 1, 1997.

BACKGROUND

Proposed Rule 1613 - Credits for Truck Stop Electrification, implements in part the Air Quality Management Plan (AQMP) Control Measure MON-10 - Emission Reduction Credit for Truck Stop Electrification. The 1997 AQMP outlines a path to achieve emission reductions through the implementation of control measures that will allow the district to attain and maintain all ambient air quality standards with a margin of safety. As indicated in control measure MON-10, in 1990, both gasoline and diesel fuel emissions from heavy-duty trucks relative to total on-road mobile source emissions made up 9.9 percent (tons per day) VOC, 41.1 percent (tons per day) NO_x, 14.2 percent (tons per day) CO, 83.2 percent (tons per day) PM₁₀ and 41.8 percent (tons per day) SO_x of the total on-road mobile source emissions. The actual

temporary emission benefits from this credit rule can be found in the Proposed Rule 1613 Staff Report.

Heavy-duty trucks powered by diesel and gasoline fuel typically idle for more than 50 percent of the time the truck engine is running. As a result, idling emissions represent over 25 percent of heavy-duty truck emissions. Most of the engine idling occurs at truck stops. Truck stops are typically open lots with trucks pulling in and out frequently in a random fashion throughout the day. Engine idling takes place for various reasons, such as providing heating/cooling to the truck cab or continuous power to on-board appliances and refrigerated truck trailers. Less than 10 percent of the heavy-duty vehicles have truck trailers with refrigeration units. The cab of heavy-duty vehicles often have appliances such as refrigerators because most truck operators sleep in their trucks.

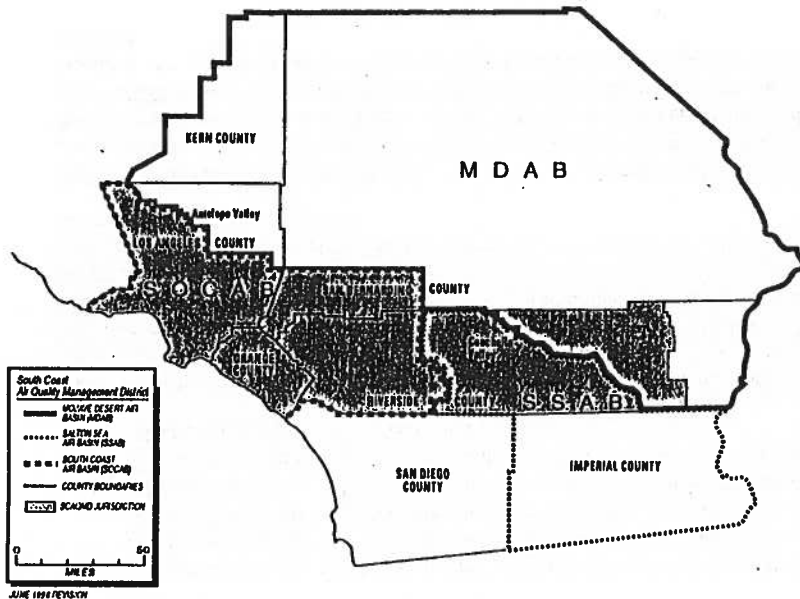


Figure 1
South Coast Air Quality Management District

PROJECT DESCRIPTION

Rule 1613, as currently proposed, would apply only to truck stop operators and heavy-duty trucks, which is defined as any vehicle with a gross vehicle rating over 14,000 pounds. Other facilities or locations where trucks are also known to idle their vehicles, such as motels/hotels and recreational parks, will not be included in the proposed rule at this time. *Tour buses are included in the definition of heavy-duty truck and are eligible to participate in the program.* ~~Buses, which were originally included in the 1997 AQMP control measure, will not be covered in the rule at this time since they do not traditionally make stops at truck stops.~~

Specifically, proposed Rule 1613 would establish a means of generating mobile source emission reduction credits (MSERCs) from truck stops that provide electricity to parked heavy-duty trucks in order to eliminate for idling by these trucks. Heavy-duty trucks must be retrofitted with a truck electrification package to allow the utilization of electricity instead of idling at truck stops. MSERCs generated by proposed Rule 1613 could be used by the owner of the truck stop or sold to another emitting source and used towards compliance with SCAQMD rules that specifically allow the use of credits. The MSERCs expire two years after their date of issuance. The benefits that truck owners would experience from truck stop electrification include: lower cost of electric power versus liquid petroleum fuels; reduced wear on the engine and batteries; noise reduction; and a reduction in adverse health impacts from reduced exposure to engine exhaust.

The main requirements of proposed Rule 1613, which is a voluntary rule, are summarized in the following bullet points. For a complete description of proposed Rule 1613, the reader is referred to Appendix A. For those electing to generate or use MSERCs, the proposed rule would:

- Require the truck stop operator to install at the truck stop an electrical power distribution system that could provide the electricity to each parked heavy-duty truck *and tour buses*. Operators would be required to submit a Truck Stop Electrification Application which would contain a complete description of their systems, identification of the legal owner and intended use of the MSERCs.
- ~~Only allow the use of MSERCs as RECLAIM Trading Credits, as New Source Review offsets, for voluntary retirement, and as an alternative method of compliance with SCAQMD Rule 2202 or any other SCAQMD regulations which allow the use of credits.~~

- ~~The use of the MSERC can not result in NOx emissions greater than or equal to 200 pounds per day or exceed the state nitrogen dioxide ambient air quality standard from those portable internal combustion engines where MSERCs will be used.~~
- ~~The use of the MSERC can not result in an increase or forgone reduction in carcinogenic health risk greater than 1×10^{-4} , or Hazard Index greater than 1 or cause a significant increase in air quality concentration for all substances listed in Rule 1402.~~
- Require truck stop operators to maintain recordkeeping for a period of three years regarding the amount of time electric power is electricity supplied to the truck electrification package and consumed by the electricity each electric outlet, as well as total electricity consumption in kilowatt-hours. The name, address and telephone number of the truck operator utilizing the electrification system shall be included.

The rule does not designate what specific electrification equipment and usage procedure the truck stop operator can choose for their site electrification. Currently available electrification package designs are expected to satisfy the heavy-duty truck's ability to electrify. The SCAQMD is hoping to collaborate with the trucking industry and electric utilities on a pilot program at truck stops using heavy-duty vehicles retrofitted with electrification equipment to standardize the possible electrification systems at the sites.

Staff has evaluated the above identified modifications to the proposed rule and has determined that none of the conclusions regarding potential environmental impacts from the proposed project will change. As AQMD rules authorizing the use of Rule 1613 MSERCs are developed, specific safety provisions to prevent or minimize localized air quality impacts or exposure to hazardous air pollutants shall be included.

EQUIPMENT DESCRIPTION

The equipment needed to eliminate the need for truck idling includes equipping truck stops with the ability to accommodate the electrified vehicles and retrofitting heavy-duty trucks with electrification packages.

Truck Stop Site Electrification Package

One type of electrification package includes installation of ground-pod electric outlets throughout the parking lots. The pods would be at ground level and activated from a switchboard inside the truck stop. Another option is the use an electrical induction plate where a truck drives over a plate, which automatically transfer the electrical current to the heavy duty truck vehicle upon activation. Work on induction systems is currently in progress within the country. Truck stop electrical power distribution system will most likely need to be modified to provide the necessary power supply to each truck at the parking lot, as well as all the required auxiliary devices for power feed, security measures, and method of payment for the power consumed.

Truck and Truck Trailer Electrification Package

Heavy-duty trucks would be retrofitted with an on-board electrification package to allow the utilization of electricity instead of producing electricity through engine idling to reduce engine idling. Electrification packages for heavy-duty trucks could consist of the following:

- ✓ An electric automatic idle control
- ✓ An electric engine block heater
- ✓ An electric fuel heater
- ✓ An electric heating/cooling device for cab conditioning - either a separate unit or integrated into the existing heating, ventilation and air conditioning (HVAC) system.
- ✓ 120 V electric outlet for on-board appliances (alarm clock, television, coffee maker, refrigerator, etc.) and monitoring equipment.

A relay to bypass the battery, so as not to drain it, and activate the cab's electric system - lights, radio, etc.

The ground pod electric outlet package would require a one-time installation of readily available off-the-shelf-components.

CHAPTER 2

ENVIRONMENTAL CHECKLIST

Introduction

General Information

Potentially Significant Impact Areas

Determination

Methodology and Assumptions

Environmental Checklist and Discussion

INTRODUCTION

The environmental checklist provides a standard evaluation tool to identify a project's adverse environmental impacts. This checklist identifies and evaluates potential adverse environmental impacts that may be created by the proposed project.

GENERAL INFORMATION

Name of Proponent: South Coast Air Quality Management District
 Address of Proponent: 21865 E. Copley Drive
 Diamond Bar, CA 91765
 Lead Agency: South Coast Air Quality Management District
 Contact Person: Michael A. Krause (909) 396-2706
 Name of Project: Proposed Rule 1613 - Credits for Truck Stop Electrification

POTENTIALLY SIGNIFICANT IMPACT AREAS

The following environmental impact areas have been assessed to determine their potential to be affected by the proposed project. As indicated by the checklist on the following pages, environmental topics marked with an "✓" may be adversely affected by the proposed project. An explanation relative to the determination of impacts can be found following the checklist for each environmental topic.

- | | | |
|--|--|--|
| <input type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Transportation / Circulation | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Population/ Housing | <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Solid/Hazardous Waste |
| <input type="checkbox"/> Geophysical | <input checked="" type="checkbox"/> Energy/Mineral Resources | <input type="checkbox"/> Aesthetics |
| <input type="checkbox"/> Water | <input type="checkbox"/> Hazards | <input type="checkbox"/> Cultural Resources |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Noise | <input type="checkbox"/> Recreation |
| | | <input checked="" type="checkbox"/> Mandatory Findings |

DETERMINATION

On the basis of this initial evaluation:

- ☒ I find the proposed project, in accordance with those findings made pursuant to CEQA Guideline Section 15252, could NOT have a significant effect on the environment, and that a SUBSEQUENT ENVIRONMENTAL ASSESSMENT with no significant impacts will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will NOT be significant effects in this case because the mitigation measures described on an attached sheet have been added to the project. A mitigated ENVIRONMENTAL ASSESSMENT with no significant impacts will be prepared.
- ☐ I find that the project MAY have a significant effect(s) on the environment, and an ENVIRONMENTAL ASSESSMENT will be prepared.

Date: September 15, 1997

Signature: _____

Steve Smith
Steve Smith, Ph.D.
Program Supervisor

METHODOLOGY AND ASSUMPTIONS

Proposed Rule 1613 is a voluntary rule which provides an opportunity to generate MSERCs through the use of electricity to power heavy-duty truck cab electrification packages (appliances, refrigeration trailers, etc.) while the truck or tour bus is parked at a truck stop. The credits could be used as an alternative means of compliance with other SCAQMD regulations. It is not known and cannot be known at this time how many trucks stop owners/operators and truck owners/operators will participate. For this analysis, the assumption is that electrification equipment could feasibly installed at 1,770 parking spaces located at the four largest truck stops in the district. Bob Durant, the general manager at Truck Stops of America (the largest the truck stop in the district) estimates these spaces are utilized 80 percent of the time throughout the day. According to a April 4, 1995 study on Truck Stop Electrification conducted by the Edison Electric Institute in Washington D.C., the cab electrification package will consume 1.5 KWh of electricity per hour of engine idle eliminated.

ENVIRONMENTAL CHECKLIST AND DISCUSSION

	Potentially Significant Impact	No Impact
I. LAND USE AND PLANNING. Would the proposal:		
a) Conflict with general plan designation or zoning?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Affect agricultural resources or operations (e.g. impacts to soils or farmlands, or impacts from incompatible land uses)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disrupt or divide the physical arrangements of an established community (including a low-income or minority community)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No new development or changes to existing land uses are anticipated as a result of implementing proposed Rule 1613 is not related in any way nor does it effect land use planning decisions, local general plans, or agricultural operations. No new truck stops or parking spaces will be created as a result of the proposed rule. Land use and other planning considerations are determined by local governments and no land use designations or planning requirements will be altered by the proposed rule. Therefore, no significant adverse impacts affecting existing or future land uses are expected.

	Potentially Significant Impact	No Impact
II. POPULATION AND HOUSING. Would the proposal:		
a) Cumulatively exceed official regional or local population projections?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Induce substantial growth in an area either directly or indirectly (e.g. through projects in an undeveloped area or extension of major infrastructure)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace existing housing, especially affordable housing?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed rule is not expected to adversely affect population growth or distribution, or alter existing or future housing developments. Minor increases in job opportunities could occur initially to install retrofit packages and to retrofit trucks. This minor increase in job opportunities can be accommodated by the existing work force in the district. Once constructed, the cashiers that collect money for fuel dispensed or convenience store items can also collect money for any electricity dispensed. Human population within the jurisdiction of the SCAQMD is anticipated to grow regardless of implementing the proposed rule. Further, the proposed rule is not expected to result in the creation of any industry that would affect population growth or distribution, or directly or indirectly induce the construction of single- or multiple-family units because proposed Rule 1613 is an MSERC generating rule at existing facilities. As a result, housing in the district is expected to be unaffected by the proposed rule.

	Potentially Significant Impact	No Impact
III. GEOPHYSICAL. <i>Would the proposal result in or expose people to potential impacts involving:</i>		
a) Seismicity: fault rupture, ground shaking, seiche or tsunami?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Landslides or mudslides?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Erosion, changes in topography or unstable soil conditions from excavation, grading or fill?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Subsidence of land?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed rule is not expected to generate geophysical impacts for the following reasons. Changes to the parking spaces at truck stops will cause minimal, if any, disruption or overcovering of soil, no changes in topography or surface relief features, no erosion of beach sand, or change existing siltation rates. In addition, the proposed rule will not expose people or property to geological hazards such as earthquakes, landslides, mudslides, ground failure, or other natural hazards. Although there could be some minor construction at truck stops, this will consist primarily of altering existing structures, which is not expected to increase human exposure to any adverse geophysical conditions. Therefore, geophysical conditions in the district are expected to be unaffected by the proposed rule.

	Potentially Significant Impact	No Impact
IV. WATER. <i>Would the proposal result in:</i>		
a) Changes in adsorption rates, drainage patterns, or the rate and amount of surface runoff?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of people or property to water related hazards such as flooding?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Discharge into surface waters or other alteration of surface water quality (e.g. temperature, dissolved oxygen or turbidity)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Changes in the amount of surface water in any water body?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Changes in currents, or the course or direction of water movements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Change in the quantity of ground waters, either through direction additions or withdrawals, or through interception of an aquifer by cuts or excavations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Altered direction or rate of flow of groundwater	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Impacts to groundwater quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) A need for new water treatment, distribution, sewer or storm water drainage systems?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The net effect of proposed Rule 1613 is expected to be minor modifications to existing structures at truck stops and retrofitting heavy-duty vehicles with electrification equipment. In neither case is water necessary for the implementation of the proposed project. The proposed rule would not degrade the water quality, contaminate the water supply or deplete the groundwater resource. Therefore, water demand and water quality conditions in the district are expected to be unaffected by the proposed rule.

	Potentially Significant Impact	No Impact
V. AIR QUALITY. Would the proposal:		
a) Violate any air quality standard or contribute to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Expose sensitive receptors to pollutants?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Alter air movement, moisture, or temperature, or cause any change in climate?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create objectionable odors?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Diminish an existing air quality rule or future compliance requirement resulting in a significant increase in air pollutant(s).	<input type="checkbox"/>	<input checked="" type="checkbox"/>

As truck stop operators lower the emissions from heavy-duty trucks by utilizing electric power while idling at truck stops, an emission credit can be earned according to the calculation methodology in proposed Rule 1613 (f). This credit can be used by the truck stop owner or sold to the owner/operator of stationary source equipment to comply with the rules or regulations specified in the proposed rule. It is expected that the net effect of proposed Rule 1613 will be neutral regionally because any emission reductions generated will be used towards compliance with the rules or regulations specified in the proposed rule. It is possible that proposed Rule 1613 could have a slight net air quality benefit if any MSERCs are permanently retired or because of the uncertainty factor included in the MSERC calculation methodology. The SCAQMD is not taking credit for any air quality benefit that might result from the proposed rule.

Potential secondary adverse regional air quality impacts could result from electric utility emissions resulting from potential additional electric generation to supply the truck stop electrification packages. Using the assumptions discussed earlier in this chapter, it was determined that the proposed rule could increase electricity demand in the district by as much as 18.6 GW-hr per year. Emissions resulting from generating 18.6 GWh per year (51 MWh per day) of electricity, are considered the "worst-case" scenario (see Energy section for detailed calculation of electric energy usage), are as follows: 10.2 pounds per day of CO; 0.51 pounds per day of ROG; 42.3 pounds per day of NO_x; 6.1 pounds per day of SO_x; and 2.0 pounds per day of PM₁₀. These emissions will not exceed the SCAQMD's significance thresholds as identified in the SCAQMD's CEQA Air Quality Handbook (SCAQMD, 1993). The total emissions from power plants are largely capped by the RECLAIM program and Rule 1135 - Emissions of Oxides of Nitrogen from Electric Power Generating Systems. Therefore, the actual secondary air quality impact

from the generation of electricity for the proposed project will be even less. The secondary air quality impact from the implementation of the rule is not significant.

Secondary air quality impacts are not expected from the proposed rule because it is a credit generating rule in which emission reductions are achieved. Possible secondary air quality impacts could occur from applying the MSERCs towards rule compliance. The following paragraphs evaluate potential adverse impacts from using the MSERCs.

The SCAQMD has also evaluated whether or not the proposed rule has the potential to generate localized air quality impacts or contribute to an exceedance of any ambient air quality standard. The modeling analysis demonstrated it would require NO_x emissions of 200 pounds per day or greater from portable ICES to cause a localized exceedance of the state one-hour NO₂ ambient air quality standard. To ensure that the implementation of proposed Rule 1613 does not contribute to adverse localized impacts, limitations on the applicability of the MSERCs for ICES *will be placed in the applicable SCAQMD regulations that will allow the use of the credits have been placed in the proposed rule.* The requirements are based on the state one-hour ambient air quality standard for NO₂ since it is more stringent than the federal standard.

The Basin has achieved the federal NO₂ standard for three consecutive years. The NO₂ attainment demonstration has been recently approved by CARB and has been forwarded to the U.S. EPA. The Basin has been in attainment with the federal SO₂ standards since the mid-1960s. With the exception of a single violation of the state one-hour standard at one location in 1984 and another in 1990, the Basin has been in attainment of the state SO₂ standards since 1977.

The use of the MSERCs are not expected to adversely affect regional air quality or jeopardize the NO₂ or SO₂ attainment demonstrations. The implementation of this credit rule is not anticipated to result in increased emissions over the current setting since equivalent emission reductions would be achieved elsewhere in the Basin. Furthermore, implementation of the AQMP and existing AQMD rules and regulations, including Regulation XIII (New Source Review), is expected to result in the continued reduction of criteria pollutant emissions in the district.

To ensure that the proposed rule does not generate toxic air quality impacts, MSERCs cannot be used if resulting emission increases would result in a net adverse change or impede attaining the risk reduction requirements under Rule 1402. The use of the MSERCs cannot result in an increase or forgone reduction in carcinogenic health risk greater than 1×10^{-5} , or result in a Hazard Index greater than 1, or cause a significant increase in air quality concentration for all substances listed in Rule 1402. This stringent requirement for using the MSERC, based on complying with the risk prevention and reduction policies contained in AQMD Rules 1401 - New Source Review of Carcinogenic Air Contaminants and 1402 - Control of Toxic Air Contaminants from Existing Sources,

may provide protection against exposure to hazardous air pollutants beyond that of the current regulatory system. Since Rule 1613 is a credit generating rule, these safeguards have been removed from the proposed rule and will be placed in the SCAQMD regulations that will allow the use of the credits. As a result, it is not anticipated that there will be a net change in exposure to air toxics or NO_x.

The proposed rule is not expected to violate any ambient air quality standards, contribute substantially to an existing or projected air quality violation or exposed sensitive receptors to substantial pollution concentration since truck stops are located throughout the Basin. Additionally, the SCAQMD regulations that will allow the use of the credits will proposed rule contains safeguards [Rule 1613 (g)(4)(A) and (g)(4)(B)] to prevent or minimize localized air quality impacts or exposure to hazardous air pollutants. Therefore, no adverse air quality impacts are expected from the implementation of this proposed rule.

VI. TRANSPORTATION/CIRCULATION. *Would the proposal result in:*

	Potentially Significant Impact	No Impact
a) Increased vehicle trips or traffic congestion?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Hazards to safety from design features (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Inadequate emergency access or access to nearby uses?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Insufficient parking capacity on-site or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Hazards or barriers for pedestrians or bicyclists?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflicts with adopted policies supporting alternative transportation (e.g. bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Rail, waterborne or air traffic impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

As a voluntary program, the net effects of the proposed rule are that existing heavy-duty trucks and existing truck parking spaces at some truck stops in the district may be retrofitted with electrification packages. No transportation impacts are anticipated as the electrification packages should not require additional employees or increase the number of patrons. Since the electrification of heavy-duty trucks is not expected to increase in

any way the number of trucks stopping at truck stops, there will be no significant adverse transportation impacts on parking capacity at affected facilities, pedestrian hazards, local traffic congestion, traffic or traffic patterns beyond what currently exists. Therefore, for the reasons described here, proposed Rule 1613 is not expected to generate significant adverse transportation/circulation impacts.

VII. BIOLOGICAL RESOURCES. *Would the proposal result in impacts to:*

	Potentially Significant Impact	No Impact
a) Locally designated natural communities (e.g. oak forest, coastal habitat, etc.)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Wildlife dispersal or migration corridors?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No direct or indirect impacts from the proposed rule were identified that could adversely affect plant or animal species or the habitat on which they rely in the jurisdiction of the SCAQMD. As noted in this chapter, proposed Rule 1613 is not expected to generate any significant adverse environmental impacts. As a result, the proposed rule is not expected to degrade either plant and animal life in any way. If MSERCs are retired, minor air quality improvements could result, providing benefits to both plant and animal life. A conclusion of the 1997 AQMP EIR was that population growth in the region would have greater adverse effects on plant species and wildlife dispersal or migration corridors in the district than any air quality control measures. The current and expected future land use development to accommodate population growth is primarily due to economic considerations or local government planning decisions. As already discussed, the proposed rule will not affect population growth or land use development. As a result, the proposed rule is not expected to directly or indirectly adversely affect biological resources.

	Potentially Significant Impact	No Impact
VIII. ENERGY AND MINERAL RESOURCES. <i>Would the proposal:</i>		
a) Conflict with adopted energy conservation plans?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Use non-renewable resources in a wasteful and inefficient manner?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in the need for new or altered energy utilities (e.g., power or natural gas)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The proposed rule is expected to increase demand for electricity in the district as a means of generating MSERCs by using electricity to replace the power traditionally needed by heavy-duty trucks while idling their truck engines at truck stops. Engine idling takes place for various reasons, such as to provide heating or cooling to the truck cab; to provide continuous power to on-board appliances such as an alarm clock, television, or personal refrigerator; to power the cab's electric system including the radio and lights; and to provide power for refrigeration trailers. Energy demand generated by proposed Rule 1613 was estimated using the methodology and assumptions described earlier in this chapter.

According to a report titled "Truck Stop Electrification: Preliminary Concept Outline" published through the Edison Electric Institute (Wal M. El-Sharif, April 4, 1995), heavy-duty trucks would consume 1.5 kWh of electricity per hour of idle eliminated. This electricity factor is based on possible usage of air conditioning or heater, fuel heater, engine block heater, automatic idle control and a 120 V outlet. Further, as the "worst-case" scenario it is assumed that electrical outlets or induction plates will be installed at each 1,770 heavy-duty truck parking spaces located at the four largest truck stops in the district. According to Bob Durant, the general manager at Truck Stop of America (the largest truck stop in the district) maximum daily usage of parking spaces with electrification packages could be as high as 60-80 percent. As a result, the net electric energy impact would be 18.6 GWh per year (51 MWh per day).

$$(1,770 \text{ spaces}) \times (1.5 \text{ kWh/hr}) \times (24 \text{ hrs/day}) \times (0.80) \times (365 \text{ days/yr}) = 18.6 \text{ GWh/yr}$$

According to the 1997 AQMP EIR (SCAQMD, 1996) the district has 254,040 GWh per year of total dependable electric capacity and the annual electrical usage in the district is approximately 111,000 GWh. Therefore, the project's electrical energy impact of 18.6

GWh per year is a 0.007 percent of the total dependable electric capacity and a 0.017 percent increase from the existing electric usage in the district.

The conversion of heavy-duty truck cab appliances, refrigeration trailers, etc. to electric power while idling at truck stops will result in a reduction of the fuel resources in the district. According to the Edison Electric Institute's report (Wal M. El-Sharif, April 4, 1995), one gallon of fuel is consumed per hour of truck idling. Therefore, using the same parameters when calculating electric usage, 33,984 gallons per day of fuel is saved.

$$(1,770 \text{ spaces}) \times (1 \text{ gallon fuel/hr}) \times (24 \text{ hrs/day}) \times (0.80) = 33,984 \text{ gallons fuel/day}$$

The proposed rule does not substantially alter current business operations and, as such, has no potential to deplete non-renewable resources or energy supplies at an accelerated rate or in a wasteful manner. The proposed rule will have a potential adverse impact on the electrical energy supply due to a slight increase in energy consumption, but not significant enough to result in the need for new or altered energy utilities. The proposed rule will not substantially increase the number of businesses or amount of equipment in the district. Consequently, the adverse energy impacts from implementing the proposed rule are not considered to be significant.

	Potentially Significant Impact	No Impact
IX. HAZARDS. <i>Would the proposal involve:</i>		
a) A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals or radiation)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Possible interference with an emergency response plan or emergency evacuation plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) The creation of any health hazards or potential health hazard?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Exposure of people to existing sources of potential health hazards?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Increased fire hazard in areas with flammable brush, grass, or trees?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

With the elimination of engine exhaust, the exposure of people to an existing potential human health hazard (i.e. air pollutant emissions) is reduced. The proposed rule would

not create a public health hazard or involve the use, production or disposal of material which would pose a hazard to people or animal or plant population. As a result, the proposed rule will not impose a significant potential health hazard on the population.

Potentially
Significant
Impact

No Impact

X. NOISE. *Would the proposal result in:*

- | | | |
|---|--------------------------|-------------------------------------|
| a) Increases in existing noise levels? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Exposure of people to severe noise levels? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Depending upon the truck stop electrification package, including ground electric outlets, chosen to be installed in the parking lot will determine the level of temporary noise created during the construction phase of this project. Installing the truck electrification package, which will be readily available off-the-shelf components, will not be labor intensive and will not require the use of heavy duty equipment. Consequently, minimal noise impacts are expected during installation. The truck stop electrification packages will actually reduce noise pollution at truck stops and the surrounding communities by eliminating the idling internal combustion engines. Since the proposed rule would not affect ambient noise levels at truck stops, no adverse noise impacts would be expected.

Potentially
Significant
Impact

No Impact

XI. PUBLIC SERVICES. *Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas?*

- | | | |
|---|--------------------------|-------------------------------------|
| a) Fire protection? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Police protection? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Schools? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Maintenance of public facilities, including roads? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Other governmental service? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Since the electrification package is not a hazard, the proposed rule will have no potential to result in the need for new or altered fire protection or other government services. The proposed rule would not result in changes to existing business operations and, therefore, no additional demands for government services would be expected.

Potentially
Significant
Impact

No Impact

XII. SOLID/HAZARDOUS WASTE. *Would the proposal:*

- | | | |
|--|--------------------------|-------------------------------------|
| a) Substantially increase the amount or volume of solid or hazardous waste generated? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the need for new or substantial alterations to solid or hazardous waste disposal utility systems? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Engine wear is reduced by utilizing electrical power instead of idling the engine. Batteries, oil filters and other maintenance items are not used as often and are thus not replaced as often. Consequently, the amount of solid waste normally generated from heavy-duty trucks and disposed of in landfills may be reduced due to the usage of the electrification package. The project will not result in a need for new systems, or substantial alterations to existing solid or hazardous waste disposal utilities. Therefore, the solid waste impact is considered not significant.

Potentially
Significant
Impact

No Impact

XIII. AESTHETICS. *Would the proposal:*

- | | | |
|---|--------------------------|-------------------------------------|
| a) Affect a scenic vista or scenic highway? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Have a demonstrable negative aesthetic effect? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Create light or glare? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

No major changes to existing facilities or stockpiling of additional materials or products outside of existing facilities are expected to result. The truck stop electrification package are being designed for easy electrical plug-in at a ground-pod or an induction plate at truck stop parking lot spaces. Therefore, no significant impacts adversely affecting

existing visual resources such as scenic views or vistas, etc., are anticipated to occur. Likewise, additional light or glare would not be created since no additional light generating equipment would be required for the rule's implementation.

XIV. CULTURAL RESOURCES. *Would the proposal:*

	Potentially Significant Impact	No Impact
a) Disturb paleontological resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Disturb archaeological resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have the potential to cause a physical change which would affect unique ethnic cultural values?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed rule has no potential to affect cultural resources because the installation of the truck and truck stop electrification package will not significantly change the existing business operations or facility design. The rule would not require physical changes to the environment which may disturb paleontological or archaeological resources. Therefore, there will be no adverse cultural resources impact from the proposed project.

XV. RECREATION. *Would the proposal:*

	Potentially Significant Impact	No Impact
a) Increase the demand for neighborhood or regional parks or other recreational facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Affect existing recreational opportunities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The installation of the truck or truck stop electrification systems in the district are not expected to impinge upon or adversely affect neighborhood or regional parks or other recreational facilities in any way. The proposed rule will not require additional employees or will directly increase growth in the district. The proposed rule will not require any substantial changes to existing business operations, so the existing recreational opportunities will not be affected.

Potentially
Significant
Impact

No Impact

XVI. MANDATORY FINDINGS OF SIGNIFICANCE.

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Based upon the analysis of potential adverse impacts evaluated in this chapter, implementing proposed Rule 1613 has no potential to degrade the environment. Although the checklist in this chapter indicates that the proposed rule has the potential to adversely affect air quality and electric energy resources, adverse impacts are not expected to occur because the effects on air quality are below the significance threshold for each criteria pollutant and the current electrical capacity in the district is sufficient to handle the small amount of electrical resources which could potentially be used as a result of the proposed project.

APPENDIX A

PROPOSED RULE 1613

In order to save space and avoid repetition, please refer to the latest version of the proposed rule located elsewhere in the rule package.

Original hard copies of this Final Subsequent Environmental Assessment, which includes the proposed rule, can be obtained through the SCAQMD Public Information Center at the Diamond Bar headquarters or by calling (909) 396-3600.



South Coast Air Quality Management District

21865 E. Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • <http://www.aqmd.gov>

December 3, 1997

Mr. Harry A. Metzger, Manager
Rule Evaluation Section
Emissions Assessment Branch
Air Resources Board
P O Box 2815
Sacramento, CA 95812

RECEIVED

DEC 2 2 1997

RULE EVALUATION SECTION
AIR RESOURCES BOARD

Dear Mr. Metzger:

SIP Submittal: Rule 1613 - Credits for Truck Stop Electrification

Attached you will find information pertaining to Rule 1613, Credits for Truck Stop Electrification, which was adopted by the District Board on November 14, 1997. We are requesting that upon your review and concurrence, the attached information be provided to EPA for its review and inclusion in the SIP.

If you have any questions on this submittal, please contact Dave Coel at (909) 396-3143.

Sincerely,

Barry R. Wallerstein, D.Env.
Acting Executive Officer

BRW:EC:LT:DRC:VAY

Attachments:

- SIP Completeness Checklist
- Clean copy of adopted rule
- Proof of Publication
- Signed Board Resolution
- APCD/AQMD Rule Evaluation Form
- SIP Approvability Checklist - Enforceability
- Staff Report (includes Board Letter, public comments and responses)

cc: Andy Steckel/EPA Region IX (w/o attachments)
Geri Koerner/SCAQMD (w/o attachments)
Ed Pupka/SCAQMD (w/o attachments)
Laki Tisopulos/SCAQMD (w/o attachments)
Dave Coel/SCAQMD (w/o attachments)
Rule 1613 Administrative File (w/o attachments)
SIP File (w/attachments)

(SIP/XI:1613)